

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 156.—VOL. 7. [Registered at the General Post Office] SATURDAY, OCTOBER 17, 1891. [For Transmission Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

Much anxiety has been felt among seafaring folk and their friends during the last few days in consequence of reports to the effect that Mr. Plimsoll, the venerated president of the Seamen's Union, is dangerously ill. Our readers will be happy to hear that on Thursday Mr. Plimsoll, we learned, was much better. Always overworking himself in the cause of the seamen he has been exceptionally active of late. This fact, and the chill which he caught the other evening, probably explains his illness, which we sincerely trust he will soon be the better of.

Meanwhile the baser sort of capitalists show their usual good taste in selecting a time when Mr. Plimsoll is ill to attack him and his work. These attacks, they may rest assured, will only the more attach the seamen to him. The best answer to his assailants is that the seamen, whose lives are at stake, and who ought to know whether the evils exist which he denounces, are on his side.

Mr. George Howell, M.P. (who, we are glad to see, has been elected one of the trustees of the Seamen's Union), will doubtless help to greatly strengthen that organisation in more ways than one, and seamen may be congratulated on making so judicious a choice. Apart from the fact that he is one of the most experienced and respected Trade Unionists and Labour M.P.'s, Mr. Howell is an old and true friend of the seamen, in whose cause he fought in Mr. Plimsoll's first campaign. Seamen are perhaps not generally aware of this nor of Mr. Howell's work in Parliament to which Mr. Plimsoll has referred, and on which we shall have more to say.

Dr. Moir, though not so well known, is a good Democrat and friend of Labour, who will probably soon have the M.P. after his name; while Mr. Storey is becoming popular with men of many Unions.

Mr. Samuel Begg, as vice-president of the Union, is another good choice. A true and tried friend of the Union, who has done it most valuable service, a jolly good fellow and a practical seaman, while at the same time a shrewd business man, Mr. Begg is deservedly popular, as the numerous testimonials he has received help to prove. He is none the worse for being the nephew of that celebrated Scotsman the Rev. Dr. Begg, whose son so shocked unco' guid people by preferring the stage to the pulpit.

THE SEAMEN'S CONGRESS

A SHIOPOWNER ON SEAMEN'S CLAIMS.

REMARKABLE SPEECH.

FUTURE LEGISLATION.

IMPORTANT BILLS.

PROPOSED REFORMS.

M.P.'S AND SEAMEN.

TESTIMONIAL TO MR.
PLIMSOLL.

FOURTH DAY.

RATING OF SEAMEN BILL.

Mr. J. H. Wilson :—Now, gentlemen, this is another very important measure we have to deal with. What we want now is to try to amend the law of 1880 with reference to the rating of able seamen. I might tell you that I took part in the agitation to bring about the amendment of the Merchant Shipping Act of 1880 relating to the rating of able seamen, and I notice several others here besides myself who took part in that agitation, as Mr. John Smith, of Dundee, Mr. Lee, of Sunderland, and one or two others I can see, know. We took a very prominent part in urging upon the Government the necessity of supplying each seaman with a certificate that he was an A.B., and that he was not to have it unless he could show four years' service. After a good deal of agitation—I ought to have mentioned Mr. Fletcher and Mr. Butcher—the Government of that day brought in a Bill, which was a very good Bill, but the only defect in connection with it was that it did not go far enough. The first part of my Bill is almost similar to the existing Act.

MY BILL SAYS:

A seaman shall not be entitled to the rating of A.B., that is to say, of an able-bodied seaman, unless he has served at sea for four years before the mast, but the employment of fishermen in registered decked fishing vessels shall only count as sea service up to the period of three years of such employment; and the rating of A.B. shall only be granted after at least one year's sea service in a trading vessel in addition to three or more years' sea service on board of registered decked fishing vessels.

Then the present Act goes on to say that, to prove such service, you are to apply to the Registrar of Shipping and Seamen, and then he supplies you with the certificate. When the present Act became law I think I was one of the first who applied for this certificate. When I went into the Mercantile Marine Office in Sunderland, and told them I wanted it to prove my service, they did not know anything about it—did not know that such an Act had been passed—and there never has been a certificate granted to any seaman under that section of the Act up to the present time. During the early part of this year I caused the question to be asked in the House of Commons by Mr. Chamberlain, to know the reason why the Board of Trade had not that section of the Act in force. Sir Michael Hicks-Beach gave an assurance that it would be

PUT IN FORCE.

As a result, when you now go to sign, you are asked if you have four years' sea service. If you cannot show it, then it is entered on the articles, "N.P."—not proven. Well, it has not done a great amount of good, but it has done some good. As soon as ever the Board of Trade issued the notice saying that all seamen would have to produce those four years' service, or have "N.P.", I can tell you there was a large number of hobbledehoys soon commenced to make a noise about it, and wanted that part of the Merchant Shipping Act rescinded. However, it does not matter if seamen are called upon to produce this service, and can produce it, if the owners are allowed to ignore the men who have the service. Therefore, the Legislature, in 1880, made this Bill non-operative by not going far enough, by not insisting that no vessel should carry a seaman unless he could produce his certificate of service. Now, what we propose is to make it clear not only that they shall have the certificate, but to say

WHAT KIND OF A CERTIFICATE

it shall be: and to further say that no ship owner will be allowed to engage an able seaman unless he has a certificate, and not be allowed to send ships to sea without having certificated seamen on board.

The section was then approved without discussion.

Mr. Wilson: The second section of my Bill is—

Such service may be proved by certificates of discharge, which on production to any superintendent or registrar of any mercantile marine office, shall grant a parchment certificate which shall set forth the service and description of seaman (on back), which parchment certificate the superintendent shall grant on payment of a fee not exceeding six pence, and in which shall be specified whether the service was rendered in whole or in part in

steam ship or in sailing ship, or by other satisfactory proof.

Now that is asking for the re-introduction of

THE OLD REGISTRATION TICKET

of 1854. In 1854, 1855, or 1856, the Government issued to all seamen a registration ticket. No man was entitled to that ticket unless he served a seven years' apprenticeship. The result was, it was one of the grandest protections that ever the seamen of this country had. It stopped owners in times of strikes from employing incompetent men. At that time there was a great rush to the Australian and Californian gold fields, and a large number of our seamen who went out to those countries deserted from their vessels, and, when they arrived home they had some difficulty in getting employment, in consequence of this desertion abroad. The shipowners saw the power and force that were in the hands of the men in consequence of having this ticket, and they employed a number of high-splutters to go round to the seaport towns to get up an agitation against this register ticket, and to persuade the seamen that it was a badge of slavery. These men were joined by the

DESERTING SEAMEN.

As a result, seamen were got together in every seaport — no doubt there was a drop of booze given to the leading spirits in the movement, and they made huge piles of the tickets and burned them in the market places. As a result, the Government withdrew the ticket, which was the grandest protection our men ever had, for it certainly stopped incompetent Britishers from going to sea, and it stopped the influx of foreign labour into our ships. (Cheers.) A large number of our men were so enthusiastic in doing away with this ticket that they burned them, as I told you; and, when the ships left the Tyne, the Wear, or the Tees for Rotterdam, Antwerp, or other ports—after the tickets had been burned and the Government had withdrawn them—the ships got a double crew on board at the other end, and the sailors could not tell what was the matter. "Oh," they said, "we are going to have glorious times; the owners are going to sweat us no longer—we are going to have two crews." But, as soon as ever they arrived in English ports, the British crews were discharged and the foreigners kept on. So now we are asking for the re-introduction of the parchment certificate, and we propose that on that certificate shall be inserted the

DESCRIPTION OF THE MAN.

We do not want Bill Jones to be going to sea with Tom Jackson's ticket, the same as they do at the present time, which you all know. (Hear, hear.) We want on the back of the ticket the descriptions of the men, so that there will be no personation. A fellow six feet two in height will not be able to personate a man five feet four if his length is on the back of the ticket, and a dark-haired man is not an individual to look like a light Scandinavian coloured man—so that is the clause I ask you to consider.

Mr. Beattie (Green's Home) disputed the time at which the register ticket was withdrawn.

Mr. Wilson: I am in a position to prove it, and I rely on the Act of Parliament itself. I assume that the Government

would not have matter printed which was not absolutely correct, and I can assure my friend that he is entirely in error. The parchment certificates were not issued until 1854, and they were withdrawn in 1858. All men did not get them, and Mr. Beattie may have been one of the men. All that you have got to do is to refer to the old Act of Parliament, or to any Government blue-book, and you will find that what I have stated is

ABSOLUTELY CORRECT.

Mr. Sprow (Rotterdam) said he had very great pleasure in supporting the clause. Most of the Congress were aware that English ships were being brought to the Continent for no other purpose than that of smashing the Union. During the last four months at Hamburg and Rotterdam ships had been paid off at the rate of thirty a week. Men had been paid off with £4 10s. or £4 15s., and he had frequently heard captains or owners of ships in the ports say, "If we can get them for £2 a month, all the better. We do not care whether they are seamen, or whether they are dogs, so long as we get the number." He thought the protection of such a certificate as the Bill embodied necessary, and hoped and trusted that the clause would be unanimously passed. (Cheers.)

Mr. Neilsen (Norway) said it gave him great pleasure to support the clause. The present demoralising, inhuman state in which legislation was carried on was due to capitalism. It was the greed of capital in some instances, and the want of it in other instances—in the workers' interests—that demoralised humanity. In the North Sea, boys were being shipped as seamen, and he, like the others present, would sooner go in a rotten vessel with competent seamen, than he would in a good vessel with nothing but boys on board. The certificate would tend against the importation of foreign labour into other countries

The section was agreed to.

THE NEXT SECTION—

Nothing in this section shall affect a seaman who has been rated and has served as A.B. before the passing of the Act of 1880.

was agreed to.

A portion of the next section relating to the rating of firemen, as follows—

No person shall be entitled to the rating of fireman unless he has served twelve months as trimmer or engineers' steward. . . .

was then considered.

Mr. Allison (Tower Hill) could not understand anyone having so served as engineers' steward going and tackling a fireman's job. He had no objection to his being eligible for the trimmer's job, but that the trimmers would object.

Mr. Harvey proposed the striking out of the words

"ENGINEERS' STEWARD."

The chairman was of opinion that an engineers' steward was more fit to work himself up to be a cook.

Mr. Harvey's amendment was agreed to.

On the remainder of the section—

Such service may be proved by certificate of discharge, or by certificate of service from any superintendent who will procure same for seaman through Registrar-General of Shipping and Seamen (which certificate the superintendent shall grant on payment of a fee not exceeding sixpence), which certificate shall show whether the service rendered was as trimmer or as engineers' steward.

Mr. McGregor objected to the fee of 6d.

The section was then agreed to.

On the section dealing with the rating of

COOKS AND STEWARDS—

No person shall be entitled to the rating of cook or steward unless he has served four years at sea as engineers' steward, or two or more years on shore in the capacity of cook, and one year at sea as engineers' cook in addition; on production of such certificates of discharge, the superintendent shall supply such cook or steward, on payment of a fee not exceeding sixpence, with a parchment certificate.

Mr. Stocker said he was unable to see that an engineers' steward was qualified to go into the galley. He thought it would be better to make it two years engineers' steward and two years in the galley.

The clause was agreed to.

The Penalty section was agreed to in the following terms :—

Any master, owner, mate, ship's husband, or agent shipping any able seaman, firemen, cooks, or stewards without production of such parchment certificate, will be liable to a penalty of twenty pounds for each man so shipped without production of such parchment certificate.

and the Bill, as amended, was adopted.

PAYMENT OF WAGES.

Mr. J. H. Wilson: Gentlemen, in 1880 the Government, whilst amending the laws relating to the rating of seamen, were also asked to amend the law relating to the payment of seamen's wages. We at that time denounced the advance note. We believed, and no doubt we believe to-day, that the advance note was a thing which encouraged crimping, and the lower class of boarding masters, and in addition to that, we believed that the advance note was a direct means of encouraging the desertion of seamen from foreign ships, because the boarding masters could steal the men, which they did; and this is being done without a shadow of a doubt to-day from the foreign ships—keep them about two days in their boarding houses, and then supply them to British ships for a £3 advance note, out of which the foreigner would get about a shilling. Now, we believe that by doing away with that advance note we should stop that. I gave evidence before the Royal Commission to that effect; but I am sorry to say we made a great mistake, for the abolition of the advance note has not prevented crimping, has not prevented men being stolen from foreign ships. It still goes on just the same as ever, to the great disadvantage of the seamen. I will tell you why. When you had your conditional advance note, you could get it cashed for a shilling to the £, but, when they altered it, making it an allotment note, instead of the advance which was payable a month after the ship sailed—instead of getting it cashed for a shilling to the £, we find the percentage jumped up to 12s. aye, and I have seen men give as much as 14s. to the £

TO GET READY MONEY.

I have seen it—not one note, but dozens. What I mean is that the man to get, say, a pound's worth of ready cash, would give away a £3 note for the sovereign, sometimes for 15s. Well, it must be admitted that the monthly note was a greater risk to the boarding-masters, because there was the chance of the man deserting at the next port of call, the chance that the ship might founder with all hands during the month, the chance that the man might be left in a foreign hospital abroad. All went to swell the responsibilities of the boarding-master, and as a result we have had to pay

for it. Now, I remember it was not so much for the abolition of the advance note as it was to bring about an improvement in the payment to our wives. We believed and we asked that the note should be made so payable that the seaman's wife could claim the balance of his wages earned at the end of the week. The Government, instead, substituted

THE ALLOTMENT NOTE

which, as I have said, made it ten times worse for the seamen of this country. Now we propose to amend that:—

Every agreement with a seaman which is required by the Merchant Shipping Act, 1854, to be made in a form sanctioned by the Board of Trade shall, if the seamen so require, stipulate for the allotment of any part of his wages (in cases of married men or others with families dependent, not less than two-thirds) in favour of one or more of the persons mentioned in Section 169 of the Merchant Shipping Act, 1854, as amended by this section.

Mr. Lee said that, seeing that the Government or the Admiralty sees its way clear to allow the seamen of the Royal Navy to have all their pay, with the exception of one-eighth, he did not see why the Mercantile seamen should not have the same privilege. There could not be any opposition to the clause.

The clause was then agreed to.

GETTING NO INTEREST.

Mr. Wilson: The next is a beautiful clause, and I'll tell you why. We propose to take our capital—yes, our capital—from the capitalists, and put it into our own banks. I want to know why the ship-owners, above all other employers, should be allowed to retain our capital from two months up to two years sometimes, in their own banks, paying us no interest for it whatever. Under the Act of 1880, there is a clause enabling the seaman to make his allotment note in favour of any bank. I do not think there is one seaman in the country who has availed himself of that. I have never heard of a case, and I do not believe that any shipping master has pointed it out to a seaman signing for a long voyage. I don't think it has ever been brought under the notice of the men by the superintendents of the Mercantile Marine offices. I propose that we ask the Government to amend the law, so that our men can have their notes in favour of the Union—(cheers)—that is to say, that a single man can have his allotment note made payable to the Union, and instead of being left to accumulate

IN THE HANDS OF THE SHIOPOWNER

month after month—and who, I am sorry to say, when the ship goes down appropriates the money to his own use—it would be as well if our men could avail themselves of the opportunity of having the money paid direct into the Union, or to any other Friendly or Trade Society they may name. By doing that you would increase the interest of the men in their Union; they would have a direct interest in the Union, and, of course, at the end of the voyage could withdraw their wages from the Union's bank just the same as if the money was deposited in a savings bank. Now, I ask you to carefully consider this clause. Of course, that is not to say if it became law to-morrow, that any seaman would do so; but the provision is there,

that, if a man wanted to do it, when he signs on, he could tell the owner or master that he wanted the note in favour of the Union or a Friendly Society.

Mr. Smith (Grays) asked as to claims in

CASES OF DECEASE.

Mr. Wilson replied that there was some dispute about that, but that the owners generally paid up to the time the ship was last heard of. But he himself questioned whether that was right or not, and they had claimed for an average. He remembered one case where the owners wanted to pay to the time the ship was last seen or spoken, so it was contended that the average passage would be three months, and they claimed six weeks, and got it.

The section was then

AGREED TO

in the following terms:—

Any seaman shall make an allotment in favour of a Savings Bank, or any registered Seamen's Trade Union, or other registered Trade or Friendly Society. And in that case shall be made in favour of such persons, and carried into effect in such manner as may be for the time being directed by the regulations of the Board of Trade, and Section 169 of the Merchant Shipping Act, 1854, shall be construed as if the said persons were named therein.

On the following section of the Bill—

The sum received in pursuance of such allotment by a Savings Bank, or any registered Seamen's Trade Union, or other registered Trade or Friendly Society shall be paid out only on an application made through a superintendent of a Mercantile Marine Office or the Board of Trade, by the seaman himself, or, in the case of death, by some acknowledged representative who he may have appointed in writing, or his other lawful heir, under Section 199 of the Merchant Shipping Act, 1854.

A Delegate asked if the Board of Trade could, in the event of a sailor dying at sea,

CLAIM THE MONEY.

Mr. Wilson: Yes, certainly, if he had no friends or relatives, or had not appointed someone in writing to claim his money, then the Government claimed it. The section said, "By some acknowledged representative whom he may have appointed in writing," that was to say, practically, a will. He might tell them that there was £11,000 claimed every year by the Government from deceased seamen. It went to help to pay the B.T.'s.

The section was agreed to unanimously.

The remaining sections of the Bill were agreed to in the following terms:—

A payment under an allotment note shall begin at the expiration of one week, or any other longer period which the seaman may desire to fix or agree upon, and shall be paid at the expiration of every subsequent week, or of such other periods as may be fixed by the agreement, and shall be paid only in respect of wages earned before date of payment.

For the purpose of this section a registered Seamen's Trade Union is to mean a Trades Union which is supplying annually, to the Registrar of Trades Unions, a yearly statement showing their income and expenditure, and which also issues annually to its members a financial statement, the same to apply to any registered Trade or Friendly Society.

A savings bank means a savings bank established under the first schedule of the Act.

And the Bill was then adopted.

DESERTION AND ABSENCE WITHOUT LEAVE.

Mr. J. H. Wilson: Prior to 1880 seamen could be arrested and put into prison without warrant. All that the shipowner had to do was to point out a man and say, "He's

my man," and he was immediately shoved into chokey. That was abolished in 1880, but the law was not made sufficiently clear, and different interpretations have been put on that law, with the result that men have been sent to prison where they ought not to have been, and we must try and get the Government to remedy that. Forty-eight hours' notice prior to the tide that the ship was going on was required to be given, but how could a man give 48 hours' notice when it had not to elapse from the time of his signing? Well, last year, I always advised our men, whether it was right or wrong, that, if the ship was to be signed at twelve o'clock to-day, the men were legally entitled

TO GIVE NOTICE

to cancel the agreement any time before the ship sailed. It ought, however, to be made more clear, and we propose to do it as follows:—

If a seaman or apprentice to the sea service intends to absent himself from his ship or his duty he may give notice of his intention either to the owner, master, mate, or engineer in charge.

I'll tell you why I insert that. The mate might say "I cannot take your notice, go on to the engineer." He knew nothing about it. "Go on to the ship's husband." He knew nothing about it, and the captain could not be found, and then the men were put down as deserters, or neglecting to join their ships. So I put in—

Master, mate, or engineer in charge, or other agent connected with ship, not less than twelve hours previous to the ship sailing, providing he has been on the articles twenty-four hours prior to the sailing of the vessel.

That is, if they want 24 hours' notice of us, they must sign on 24 hours before the ship sails, and that will prevent the signing on of a crew being delayed to the last minute in order to save a half-day's pay. I say it is

NOT RIGHT

—a man cannot prepare himself to go to sea like he can to church.

Should he, however, have been signed on a lesser period than twenty-four hours prior to the ship sailing, three hours' notice shall be considered sufficient before the time which he ought to be on board of ship. And, in the event of such notice being given, the Court shall not exercise any of the powers conferred in it in Section 247 of the Merchant Shipping Act, 1854.

A Delegate: Will the same power extend to the mate or engineer to discharge the men?

Mr. Wilson: Certainly not. The law, as it stands, provides that the seaman can give 48 hours' notice of his intention not to go in the ship. Every seaman is entitled to compensation if he is discharged before he has earned two months' wages on a six months' article, and that section will not be affected. Anything stipulated in articles of agreement contrary to the provisions of the Merchant Shipping Act is not law. Owners cannot make law. The law is the law of the land, and nobody can contract himself out of it.

Mr. Beattie (Green's Home) suggested that the three hours' notice in the section might not work, as vessels could be got out of the deep water docks at any state of the tide.

Mr. Wilson did not see that that affected the clause.

Mr. Beattie thought that six hours' notice would be better; he moved an amendment to that effect.

Mr. Devine (Grays) seconded, but

On a division there voted —. For the amendment 6.

The section was adopted as it stood, and the Bill adopted.

DECK-LOADING.

Mr. Nielsen moved, and Mr. Sprow seconded, the following resolution:—

"That this Congress of the National Amalgamated Seamen and Firemen's Union of Great Britain and Ireland and other Nations, urge upon the Governments of all civilised nations the necessity of adopting the Bill put forward by this Congress for the prevention of deck-loading, and that copies of the Bill be sent to the Governments of the following countries, viz., Australia, America, France, Norway, Sweden, Denmark, Germany, Holland, and Belgium."

The resolution was unanimously adopted without discussion.

FIFTH DAY.

MANNING SCALE BILL.

Mr. Wilson said:—

The object of the Bill is to provide for the manning of ships in accordance with their registered tonnage. In accordance with the scale here annexed.

For some considerable time it has been found that our merchant ships have been considerably undermanned, thereby endangering the lives of the men engaged in the merchant ships, and it has also been found that there is a great inequality existing at the present time with reference to the manning of vessels, small vessels carrying as many men as others almost double their tonnage and without any more improved advantage of the small ones. It has also been found that in the event of any of the crews being disabled or incapacitated, that the extra labour and burden is thrown on the remaining portion of the crew to their detriment.

That's the preamble of the Bill. Now, we will leave out the "Queen's Most Excellent Majesty," etc. (Laughter.)

From and after the thirty-first day of October, one thousand eight hundred and ninety-two, the section of the Merchant Shipping Act, 1854, shall be amended as follows:—

(1) It shall be the duty of the owner and master of every British ship to see that his ship is provided in accordance with the rules and scale under this Act. That she is manned.

IN ACCORDANCE WITH HER REGISTERED TONNAGE.

And it shall be the duty of every officer of Customs before any certificates of clearance to any master or owner of any British ship for him to ask the owner or master of such ship to produce the articles of agreement containing the list of the crew, and compare the same with the scale annexed, to see that his ship is manned in accordance therewith, and the master must produce the same for the inspection of such officer.

Mr. Harvey (Grimsby) moved, and Mr. Beatty (Barry) seconded, that this be adopted. Carried unanimously.

Mr. Wilson :

And be it further enacted that no superintendent of any mercantile marine office shall hold over to any master, owner, or agent the crew's articles of agreement of any ship until the master, owner, or agent, or any other duly authorised person has completed the signing on of the crew in accordance with the table of this Act.

AGREED TO.

Mr. Wilson :—

Unless the master, owner, agent, or other authorised person has not been able to complete the signing on of the crew at the mercantile

marine office, at the port where the ship is lying. But before any superintendent hands over the articles of agreement which is not completed, he must endorse the articles of agreement with a special stamp kept for that purpose, to signify that the crew's list has not been completed. But on completion of the signing on of the crew in accordance with the manning scale, the superintendent of the mercantile marine office, at which he has completed his crew's list, will countersign the agreement, signifying that it has been completed in accordance with the manning scale.

I may explain why this has been put in. Supposing a captain was going to send his men on in Shields, and could not complete his list there of the crew, it might be necessary for him to take the articles and go on to some other office. In order that he could not go to sea, the superintendent would stamp it, "crew's list not completed." Then he could not get his clearance from the Customs with that stamp upon it; but as soon as he completed the crew's list, then it would be countersigned by another stamp, "crew's list completed."

Agreed to.

Mr. Wilson : Now, we will go to the manning scale, which is the one that will get your danders up. There is now

NO MANNING SCALE.

There never has been; if they think two men and a boy sufficient to send a boat to sea with, they can do it. There has been plenty of talk about it. The Board of Trade and Ministers have said there should be one, but that the matter was so complicated that it could not be dealt with. I do not see that there is any more difficulty in drafting a manning scale than there was in laying down rules for measuring a ship for the Load-Line Act. That was their stock argument then—"Oh, can't be done, ships of different construction." But the Government appointed a committee of experts, shipbuilders, owners. Sailors and firemen were conspicuous by their absence. So the shipowners drafted a scale to please themselves, although that scale is better than none. I think the Government will eventually appoint another Commission to inquire into the manning of ships, and it is to be hoped that whatever Commission be appointed, seamen will be represented upon it—(cheers)—so that they will have the views of

PRACTICAL MEN

who have had to earn their living at sea.

Mr. Macgregor : In Glasgow I have come on a ship with three different shipping masters' names on one discharge. Now who would be responsible? I would like Mr. Wilson's opinion on that.

Mr. Wilson : I think that that section is sufficiently comprehensive, that no master would be allowed to take his articles unless it had the stamp on "crew's list completed," or "crew's list not completed." Any official handing it out without would be liable to dismissal for neglect of duty. Now, gentlemen, in this scale we must not expect to get all that we want in that direction, and I think that in our proposals we ought to—well, I don't know about moderate—but we should propose something we are likely to get. Probably we might do well to propose a little more than we expect to get, but not too much. This scale has been framed as far as my idea of manning went; now, it will be for you to amend it. We commence with a 200-ton vessel, and say

SAILING VESSELS.	HE SHALL CARRY—					
	2nd Mate.	Cook.	Boatswain.	A.B.'s.	Boys.	Total.
200	1	1	—	—	—	6
300	1	1	1	2	—	9
400	1	1	1	2	—	15
500	1	1	1	2	—	17
600	1	1	1	2	—	18
700	1	1	1	2	—	21
800	1	1	1	2	—	23
900	1	1	1	2	—	25
1,000	1	1	1	2	—	27

Mr. Michael (Newport) : In regard to a 200 ton vessel—there are master, mate, three A.B.'s, and a boy. Now, she may cross the Atlantic, or go to the Cape of Good Hope, or Cape Horn. Who is going to watch her?

Mr. Wilson : Yes, but we are not living in the age that you refer to, thirty or forty years ago, which was the time when the 200 ton vessel was considered to be a very large vessel. To-day, I question whether you will find very many vessels of that tonnage going across the Atlantic. There may be a few, but they are very few indeed; they are generally large vessels, and you must bear that in mind.

Mr. Michael : We have vessels now in the Brazilian coffee trade under this tonnage at the present time, and I should say there ought to be

FOUR A.B.'S.

Mr. Beattie (Green's Home) : As an old sailor, I object to the first one, too. If you look at the comparison between 200 and 400 tons you will see that one has six and the other fifteen hands.

The Chairman : Mr. Wilson might see his way to put in as an exception, "going southward of the line."

Mr. Beattie : I think it's round the coast you want most hands.

Mr. Lee : I propose we alter 200 tons to four A.B.'s.

Mr. Beattie seconded.

Mr. Wilson : I wish that some of you would take the trouble to go and visit some of the 200 ton coasters sailing out of the small ports in Ireland and Wales. You will find that they have one A.B. and about two boys, a master and mate. Mr. Green, of Dundalk, is here, and I think he could tell us something about that; and you must remember they must be very rapidly dying out. I question whether in another ten years there will be 200 tonners belonging to Great Britain. They are building none of that size.

Mr. Butcher : I take it that this ill provides for these crews as

A MINIMUM?

Mr. Wilson : Certainly.

Mr. Butcher: Well, I take it that the seamen will refuse to go in her if she is undermanned.

A Delegate: On that argument we need not have a manning scale.

Another Delegate: I am on a vessel 250 tons register, and she has eight hands all told, and I do not consider she is overmanned.

Mr. Lee's proposition was adopted by 40 to 2.

Mr. Harvey: I beg to propose an amendment to 300 ton vessels to 900 ton vessels. Instead of "or" substitute "and" between

MATE AND BOATSWAIN.

Mr. Beattie did not think that could be done because they were not carrying boatswains now.

Mr. Whitehead asked for an explanation of the great difference between the proposed manning for 300 ton vessels and 400 ton vessels. There was nearly double the complement between the one and the other.

Mr. Wilson: It is not for me to explain. I have laid the scales down in accordance with my views, and, if it does not meet with your approval, you must put down some others; but I have taken steps to ascertain the manning at the present time, and ten, fifteen, and twenty years ago. It is for you to reject or alter.

The scale for 300 tons was adopted by 36 to 3.

Mr. Clements: I move that we accept the Bill as it is. This is waste of time over nothing—that we accept page 5 as printed.

Mr. Stocker moved as an amendment that each scale be

DISCUSSED SEPARATELY.

Mr. Chubb: There is an impression going round the members that this Bill will become absolute law. I tell you that is not so; it will be torn to tatters and shreds before then.

Mr. Donnelly: I wish to ask, if it is accepted, will it be applicable to ships across channel to the Continent?

Mr. Wilson: Yes.

The Chairman: To all ships under the British flag.

Mr. Donnelly: Yes, but we have a large number of ships leaving Irish and Scotch ports that go away half manned, and they say they have no need to man them; my contention is that we require to be more manned than ships at sea.

Mr. Butcher: I should like to point out that we are rather retrogressive in one point, that is, in leaving it optional to carry

A CARPENTER

in place of one A.B.

Mr. Stocker: I want to get from 1,000 to 1,500 tons.

The Chairman: Mr. Stocker does not know what he wants.

Mr. Stocker: I contradict you. I do know perfectly what I want. I beg to move as an amendment, that we discuss the Bill, and that is what I said at first.

Mr. Devine seconded.

On a show of hands the amendment was lost, and the scale relating to sailing vessels accepted.

Mr. Wilson: It is very evident to me—I do not believe you have considered what this manning scale means—I mean you are only looking at it from one point of view. I have taken the trouble to ascertain the manning of the ships

at the present time, and what the probable manning will be, if such a scale as this be adopted. I want to tell you that it will mean an increase of hands on each ship—about an average of seven hands for each ship in the mercantile marine. There are 11,000 ships; now, gentlemen, have you considered what it really means? If you go and put forward absurd claims, everyone will laugh at you. We cannot expect to get more than an average of about four more on each ship, and I want you to consider the cost to the owners. It will probably cost in wages alone about £70,000 a month to the shipowning community—more than that; and you ought to consider whether you are likely to get it. I do not think you will get three hands more on each ship—not that I would be satisfied with it but as an instalment of what we are going to get. At the rate some of you want to propose, I do not know how many more we would get. Now, we will commence with

THE STEAMSHIPS.

A Delegate suggested that it would be no use discussing the details, as it would have to be altered all over when it got to the House of Commons. He moved the acceptance of the scale in its entirety for deck hands.

Mr. McGregor suggested [carrying the scale in its entirety.

Mr. Butcher: The amendment is that it be compulsory to carry a carpenter in all cases.

Mr. Wilson: Shall it be compulsory to carry a carpenter over certain tonnages, or over all tonnages?

The Chairman: My interpretation of the amendment is that all ships over 250 tons to 1,000 tons shall be compelled by law to carry a carpenter. All you in favour of the word "compulsory" being substituted for the word "optional" at the bottom of the page?

On a division the word compulsory was agreed to, and the scale as amended was carried.

ENGINE-ROOM DEPARTMENT.

Mr. Harvey: With regard to the particular branch to which I belong, we have a lot of men on vessels from 45 up to 60, 70, 80 and 90 horse-power, and we go thousands of miles, and I should like something to compel the owners to give some men below in addition to the engineers. They let the fishermen do the work of the firemen.

Mr. Wilson: I would like to ask, Mr. Harvey, Do they carry firemen?

Mr. Harvey: No; there is no fireman; they simply send a chief engineer and engineer, and take two men off the deck.

Mr. Smith (Green's Home): I think that vessels of 2,000 tons should have at least four engineers, and I wish to move an amendment that they do.

Mr. Wilson: But they have four engineers.

Mr. Byrne: As a practical fireman, I see here vessels 2,000 tons with two greasers in the engine-room and no storekeeper. Well, the consequence is, the donkeyman has to go greasing; so I should say we should have three greasers, a storekeeper, and a donkeyman.

Mr. Donnelly: In my opinion this Bill, as drafted, does not meet the requirements of the engineers' department, and I suggest that we adopt the suggestion at the bottom to remit it back to

A COMMITTEE OF FIREMEN

to report.

Mr. Wilson: Before you put that, I would like to call your attention to this fact. The Parliamentary Committee of the Trades Union Congress will meet next Tuesday. We got resolutions passed at the Congress recommending the Committee to draft Bills for the purpose of getting them into the House of Commons, dealing with under-manning. Now, being on the Parliamentary Committee, that duty was delegated to me. It will be necessary for me to lay before that Committee on Tuesday any intended legislation or proposed legislation for next year. Now, with all due respect to what Mr. Donnelly has said, and bearing in mind that the fireman's question in regard to the manning of ships is a very complicated one, I recommend that a Committee be appointed, but I question, even if a Committee is appointed, that you will be able to improve upon it so very much—that is so far as bringing forward a scale that you will get passed. The question is,

WILL IT BE SUCCESSFUL?

or will it have any chance when brought before the House of Commons? Bear in mind this, that if you take the manning of the different steamers which I have taken the trouble to do—I am not speaking from the information I have got from one or two ships, but I have got a scale or list in a certain shipping office with the number of men of each grade on board, and with due regard to that scale I framed this Bill. But I want to point out this to you—that in a 5,000 ton ship, take the *Germanic* or the *Teutonic*, why they have four times the number of the 35 firemen in the scale.

Mr. Whitehead: The *Germanic* carries 23 firemen, and 15 trimmers. They have five fires, and

FOUR FIRES TO A MAN

on that.

Mr. Wilson: Well, I remember when we took the men out of the *City of New York* the trimmers and firemen combined, I understood, were 290 odd men altogether that we had to pay. Be that as it may, I mean to say there are some boats carrying more men than is laid down in this scale. Some, of course, are carrying less, and I shall be very pleased to have the advice of practical firemen; but I hope in the selection you will take men who have been in the mail boats—large mail boats, in the smaller class of boats, and the medium sized boats. (Cheers.) But, whatever may be done, I hope it will be done this week. The committee ought to be appointed from this Congress, and report to-morrow, because we ought to have this Bill ready for Tuesday.

Mr. Begg: I shall certainly suggest to the committee not to introduce two greasers in the scale, because it is against the principles of Trades Unionism

TO WORK TWENTY-FOUR HOURS

between two men. (Cheers.) It is 12 hours a day apiece.

Mr. Priest: I move that this Congress elect a committee to draft the scale.

Mr. Allison seconded.

Mr. Macgregor: I move an amendment. Let it be amended in this hall. With all due deference to the firemen it is right that the seamen should share the discussion of the business.

The Chairman : Let me point out that the resolution is for the express purpose of saving the time of the Congress. We cannot possibly agree to a scale for the stoke-hole. Don't you think it best for the committee to draft it, and submit it back to the Conference to-morrow?

Resolved that a committee of firemen be appointed.

The following were elected members of the Committee:—Mr. John Lynas, Bootle, 25 votes ; Mr. Alfred Allison, Tower Hill, 23 ; Mr. Wm. Ward, Tidal Basin, 18 ; Mr. John W. Harvey, Grimsby, 18 ; Mr. Jas. Mucklow, Middlesbro', 15 ; Mr. Thos. Byrne, Green's Home, 15.

COLONEL E. T. GOURLEY, M.P.,

having entered the hall, amid cheers,

Mr. Wilson continued : Gentlemen, I want to announce to you that we have a good friend with us, a gentleman who has always been a friend of the seamen—(cheers), and a gentleman who, I am confident, is as great a friend of the seamen to-day. So friendly is Colonel Gourley that he has a ship now under construction, and he wrote to me last night to say he had made a provision in the contract that there should be a special provision made for the seamen, and a room and a bath room specially provided for the firemen. (Loud cheers.) I am certain of this—that in any proposals that we may have to bring before the House of Commons, we may always rely upon the support of Colonel Gourley. Although a shipowner in the House of Commons, he is one of those members of Parliament who forget that he goes there to look after his own interests and not his men's. I have found him in the Lobby voting for measures that directly took money out of his pocket. Well, that's the kind of man we want. (Cheers.)

Colonel Gourley, who was greeted with the delegates rising to their feet and giving

"THREE TIMES THREE,"

said :—Mr. Chairman, Mr. Wilson and gentlemen, I thank you for the very cordial reception you have given me, and I hope the day is not far distant when Mr. Wilson will be one of your representatives in the House of Commons. I hope also that Mr. Wilson is not the only seaman in the United Kingdom who has a similar lawful ambition. (Mr. Wilson : "Hear, hear.") I hope there are also other seamen in the United Kingdom who will aspire to achieve the position which I hope Mr. Wilson will attain. My first duty this morning, as a member of the House of Commons, is to express my tribute towards the memory of the late leader of the House of Commons. I feel bound to say, that in the death of

MR. WILLIAM HENRY SMITH,

with whose family I see you have already expressed sympathy, that the country loses one of its foremost men. Mr. Smith was not only a member of Parliament, not only a politician, but he was a man of the people. He was a business man, and in him, almost for the first time, a business man guided the deliberations of the House of Commons. And in guiding those deliberations, I feel bound to say this—that the late Mr. Smith exercised an amount of good temper and tact which may be well followed by any member of the House of Commons or the Government who may succeed him, and not only by any

member of the present Government, but by any member of any future Government. I have also to express my sympathy with the Irish people in having lost one of the greatest of their men—I mean

MR. PARNELL.

Although many of us differed—and differed conscientiously—from the latter acts of Mr. Parnell in reference to his conduct in private life, yet we are all bound—whatever political party we belong to—to admit that few men have accomplished for the people of Ireland in public life so much as the late Mr. Parnell. (Cheers.) I feel bound to say that the amelioration of the condition of the tenant farmer and agricultural labourer in Ireland is almost entirely due to the measures in the first instance introduced by Mr. Parnell, rejected by successive Governments, but eventually brought to a successful issue. Therefore, whatever our differences of opinion may be with regard to the public or private life of Mr. Parnell, we are bound to own this—that we have lost in him a great and important figure, in fact, one of the leading men in the world. (Cheers.)

One word with regard to

YOUR UNION,

I congratulate you on having constructed a powerful and useful Union in the interests of the seamen and firemen of the United Kingdom. (Cheers.) You have done what is within your rights. The objects which you have in view are the improvement of your social condition, improvement also in the working and navigation of the ships in which you go to sea. In the exercise of the great powers possessed by your Union, you should exercise them with equity and moderation, and I hope that the shipowners themselves will see that it is their duty, that it is their interest and the interest of the men whom they employ, and also in the interests of the property which they own, to

WORK IN UNION WITH,

and not in antagonism to, this Union. I can conceive no greater calamity than this—that capitalists and those who work in the interests of capitalists, the *employés*, should work in antagonism one towards the other. But we often find this. The capitalist, in the first instance, demurs to his *employés* having a voice in the mode in which he shall dispose of or employ his labour. My opinion with regard to this is that, the interest being mutual, there should be no stand-off policy, such as we often find on the part of the capitalists, but, on the contrary, that the capitalist who looks upon himself as having the largest interest at stake, should remember that without labour there can be no capital—(cheers)—as without capital there can be no labour. Hence, to my mind, the interests of the two bodies—the interests of the capitalists, in other words, the interests of the shipowners and the seamen and firemen—

OUGHT TO BE IDENTICAL,

and your Association and the shipowners, if they were wise with their Associations, would work for the common good, not only for themselves, but also of the seamen in connection with this Union. Now, I find that you have, in connection with this Union, several questions which you have not had discussed, and which you intend to discuss. One has been

alluded to by Mr. Wilson, and that is the better accommodation for men on ships. I feel bound to say that the accommodation on board of our ships, or great numbers of them, is not what it ought to be, and I find by

YOUR JOURNAL, "SEAFARING,"

that you visited the other day one of the Donald Currie vessels, where you found better provision made, not only for the officers, but for the seamen. What I cannot understand is this—why a ship-owner providing luxuries for the officers in the shape of bath-rooms and other sanitary measures and means of promoting cleanliness—why the same thing should not appertain to the sailor. (Cheers.) Has it come to this, that the shipowner looks upon the seaman as a man who must navigate his ship in a dirty condition, and the officers in a cleanly condition? Now, I think this is a state of things which

SHIPOWNERS WOULD BE WISE

to at once take into their own hands, and make better accommodation for the cleanliness and comfort of the seamen than they have been doing. (Cheers.) After all, it is only a question of construction of providing a few more baths, a few more rooms, and heaven knows you have sufficient room in your forecastles and other parts of the ship to provide everything necessary for the comfort of the seamen; and, if you have better means of promoting the sanitary condition and comfort of the seamen, I am quite certain that the duties of the seamen would be performed with

FAR MORE ALACRITY

than at the present time. (Cheers.) There is no doubt that during long voyages alterations have not been made with regard to the scale of allowances such as ought to have been made with the advances we have got in the shape of preserved meats and soups. There is no reason now in these days of refrigerators why seamen should continue to be fed on salt junk. (Cheers.) My impression is that salt junk should be kept on board merely as a stand-by in the case of a vessel being kept by stress of weather, or other causes, from reaching her port. Well, if it be in the interests of the officers of the ship that the officers should be provided with what are, after all, mainly small and inexpensive luxuries, why should not the men be? (Cheers.) I believe in the old French maxim,

"LIBERTY, EQUALITY, FRATERNITY"

—(cheers)—although I am not a Republican; I am a Monarchist. But I believe in one rule for the rich, and the same rule for the poor. I do not think we should mete out one rule with regard to the provisions and comfort on board ship for one class and neglect the other class. Now, there is no doubt that the life of a sailor is exceedingly monotonous. He leaves the ports for days and days, and never sees the land, and hence I think it would be wise that you should take another matter in hand, and that is, provide

LIBRARIES FOR YOUR SAILORS.

I won't ask the Union. Although on shore you have free libraries, yet I think sailors are too independent for that. I think you would be wise if, at the instance of the Association, you would ask for libraries to be placed on

board ship at a very small cost. I do not mean dry literature, books of knowledge of what is going on in the world. I spoke of two things you required—better arrangements for your lodgings and so forth, and better arrangements with regard to

FOOD.

I understand you intend to introduce a Bill in the Commons House of Parliament on this subject, and I shall be very glad to look over that Bill, and, as far as possible, support its provisions. But I would much rather shipowners would see it was their duty to make the alterations without having to go to Parliament. (Cheers.) Now, one word with regard to the constitution of your magisterial benches. The fact of my friend, Mr. Wilson, having suffered—I won't say exactly in consequence of the constitution of the Bench at Cardiff—I will tell you that your

COUNTY AND BOROUGH BENCHES

are composed entirely of men of capital, or they are ex-military men, or they are parsons. (Laughter.)

I hold this—that a man who came before them should have the right to ask that the judicial benches of the country shall be in no small measure composed of the men themselves. I have sat on the benches themselves, not only in the county, but also in the borough, and I have also felt the want of assistance on the part of men understanding themselves, and knowing all about themselves. Still, I feel bound to say this—there is no reason in the world why we should not have placed upon our legal benches

WORKING MEN

—working men of all classes—(cheers)—working men understanding the wants of themselves, and who have a right to ask that they shall have a share in the adjudication of all matters connected with their own welfare, and that it shall not be left entirely to men like myself, parsons, and others, who have other interests at stake than those of the men. I feel I have already detained you too long. I hope your deliberations will be conducted with good temper, and in the interests not only of yourselves, but also with a view to bringing together the leading members of this Association, and also of the shipowners themselves. And I hope what I have said with regard to the shipowners will be reported to the shipowners, and however good the motives with regard to

THE PENSION FUND,

they are proposing, I would suggest to them that they ought, in the creation of such a fund, to take into their confidence the men whom the fund is to affect. (Cheers.)

Mr. Lee, Sunderland, as a delegate from the hon. and gallant gentleman's constituency, proposed a vote of thanks to him for his address.

Mr. Friend seconded. He had always found Colonel Gourley willing to listen to the suggestions made to him by the seamen, and he had always been the first to give advances in wages. It was years ago since he informed him (Mr. Friend) that he was in favour of an alteration in the Manning scale. He had been instrumental in obtaining audiences for seafaring deputations to Cabinet Ministers, and he had declared that, if the Shipping Federation was formed for the purpose of crushing the Seamen's

Union, he would be found fighting against

THE SHIOPWNERS.

(Cheers.)

Mr. Wilson reminded the delegates that they ought to support men and not parties. Whether Liberal or Tory, if a man opposed measures that were for the benefit of seamen, he would go against him red hot. (Laughter and cheers.)

The vote of thanks was carried by acclamation.

Mr. Wilson then introduced

MAJOR RASCH, M.P.,

to the Congress. The gentleman was a Tory, but it was immaterial to him what a man was so long as he supported their measures, and Major Rasch had done so in the past. They would want Major Rasch to do a lot for them in the next session of Parliament.

Major Rasch, who was received with loud cheers, said: This is clearly not a political meeting. If it had been I would not have been here. My only reason for coming to your Congress is to ask whether in your opinion the measures which were suggested by the Government for stopping the shameful conditions which existed in the

TRANSATLANTIC CATTLE TRADE

were satisfactory. I am the Tory member for South-east Essex I have many friends and constituents there who are connected with the Seamen's and Firemen's Union. When a meeting was proposed last July at the offices of the Board of Agriculture, my constituents asked me to be present to support Mr. Plimsoll and Mr. Wilson. I went to that meeting, and afterwards in the House of Commons I questioned the Government as to whether they intended to bring in a Bill for the modification or prevention of what was complained of in the Transatlantic cattle trade that session, and if they did not mean to bring in a Bill whether they would do something otherwise. I do not know whether, owing to my efforts, anything happened, but certainly some regulations were promulgated by the Government. What I have come here today to ask is whether the suggestions made by the Government are in accordance with your wishes, and in accordance with the wishes of my constituents. (Cheers.)

Mr. Wilson: The chairman has asked me to reply to Major Rasch, as I perhaps know a little more of the matter than he does. I may say that we are

PERFECTLY SATISFIED

with the efforts which were put forward by the Government, but we were sorry that the Government did not proceed with the measure which they introduced into Parliament. Mr. Chaplin explained that as far as the powers conferred on the Board of Agriculture would allow he would use them, but if we wanted to restrict the carrying of cattle on the upper decks of steamers we would be compelled to seek fresh legislation. The existing powers would not allow them to do that. The regulations which have been put in force will, to a large extent, limit the danger, and will avoid much of the

UNNECESSARY SUFFERING

inflicted upon the cattle. The state of the law is far from satisfactory. To my mind it will not be satisfactory until the Government have ample power to prevent the carrying of

cattle on the upper decks of steamers, and to restrict the number of cattle carried. The Government ought also to have the power of preventing the carrying of cattle in ships which are not adapted to the trade. I have always been of opinion that it is not necessary to prevent the carrying of

CATTLE IN STEAMERS.

I was two years in the trade, and I venture to say that cattle can be carried with perfect safety, both to the ship and the crew, but it can't be done in any kind of ship. The vessels must be properly constructed for the trade. Unfortunately, a number of members of the House of Commons who own tramp steamers opposed the Government very bitterly on their proposals—men who own small steamers which were never intended to cross the Atlantic, much less to carry cattle, and which, 28 years ago, they would never have ventured to send across the Atlantic. They now not only sent them across the Atlantic, but lumbered them with cattle in pens to an extent which was

NOT SAFE.

To avoid this state of things the Government will have to bring in another Bill next session; but, as I have said, so far as the powers conferred on the Government are concerned, they have been exercised with beneficial effect. (Cheers.)

Col. Gourley: I wish to return you my most cordial thanks for the vote of thanks which you have passed to me. I agree with a remark which was made by your general secretary, that your meetings should be conducted on non-political principles. You have objects totally apart from party. In regard to the question of deck-loads, I am opposed entirely to the carrying of deck-loads of every kind. (Cheers.) I do not care whether the deck-load was of cattle, timber, or anything else. I think that the conveyance of huge deck-loads, carried on many ships never constructed for the purpose, is

DANGEROUS

not only to life, but also to property. As practical men they knew that cattle ships could be constructed so that not a single head of cattle need be carried on deck. Hear, hear.) The shipowning and shipbuilding community ought to turn their attention to the construction of ships which would meet the requirements of the case, not only with regard to the conveyance of cattle but of timber as well. (Cheers.) I might tell you, in conclusion, that my father and my uncle were

BOTH SAILORS,

and that they both went to sea when they were 13 years of age. (Cheers.)

A cordial vote of thanks was passed to Major Rasch.

Mr. Rasch, in reply, said: I am much obliged to you, gentlemen. Mr. Wilson has told me what I wanted to know, which was what you wanted done. So far as I am concerned, I will try to do it. (Cheers.) My constituency extends from the Purfleet Marshes to the North Sea. I have many seamen and firemen in the constituency, and I shall endeavour to carry out their wishes. (Cheers.)

THE EXECUTIVE COUNCIL.

On the motion of Mr. Ward (Hull), the following resolution was agreed to:—"That in the opinion of this Congress, the vice-president of the Union should act as chair-

man of the Executive for the ensuing year."

Nominations for membership of the Executive Council were handed in. The result of the voting is reported on this page.

HOUSES OF REPRESENTATIVES.

On the motion of Mr. Nielsen, seconded by Mr. Donnelly, the following resolution was passed:—"That copies of the various Parliamentary Bills adopted by the Congress, including the Bill in regard to deck-loading, be forwarded to the Houses of Representatives of the following countries, urging their consideration in the interests of humanity, viz., Australia, New Zealand, America, Canada, France, Belgium, Holland, Germany, Denmark, Sweden, and Norway.

TESTIMONIAL TO MR. PLIMSOLL.

Mr. Wilson: I have an important matter which I desire to bring before the Congress. Everybody knows Mr. Samuel Plimsoll, and we all admire the good work Mr. Plimsoll has done for us, not only since our Union was started, but for the last 25 years. Perhaps you do not all know that Mr. Plimsoll has spent on the seamen of this country at least

£25,000.

Mr. Plimsoll worked for the sailors when they were unable to help themselves, but we have got beyond that now. When we founded this Union, our watchword was, that we should not be beholden to anyone—that we would strive to be independent and to provide the ways and means for ourselves. As a member of the Union, I am not prepared to allow Mr. Plimsoll to spend his own money for the purpose of promoting our cause. During the last three years, to my knowledge, he has spent

£2,000

in promoting Bills in Parliament. One of these Bills—the Load-Line Bill—is now a legislative enactment. We have to thank Mr. Plimsoll for that Act of Parliament. Another Bill which Mr. Plimsoll tried to get passed, was the Bulkheads Bill. The object of that Bill was, to provide that every ship should have so many bulkheads. It did not get through. Another Bill was the Timber Deck-Loading Bill. It also failed to get through. Another Bill was one relating to the carriage of live cattle across the Atlantic. Many of you will not have any idea of the amount of money which it costs to promote Bills in Parliament. £1,000 goes a very small way. In addition to that Mr. Plimsoll, in the dead of winter, last year, undertook to visit America and Canada in

THE INTEREST OF THE SAILORS.

He went out to see the Ministers of the two countries to try and get them to deal with deck-loading and the carrying of cattle. In that mission Mr. Plimsoll was successful, but the cost to him was not less than £200. Now, I wish you to understand that Mr. Plimsoll has not requested me to bring this before your notice. I have, time after time, offered Mr. Plimsoll his expenses at our meetings, and he has refused. But Mr. Plimsoll is not a rich man, and cannot afford to spend £1,000 or more in the promotion of Bills of this kind. I do not know when the sailors and firemen of this country will be able

to pay for the services rendered to them by Mr. Plimsoll; but they are not going to wait till he is stiff and dead before they show some appreciation of the services he has rendered to them. They will do it while Mr. Plimsoll is a living and active man. (Cheers.)

Mr. Ward, Tidal Basin, moved that a levy of 6d. per member be made to meet the object stated by Mr. Wilson.

Mr. Wilson said that they might when they were at it do a handsome thing, and he was encouraged to make the suggestion because his remarks seemed to have met with the approval of the Congress. The suggestion was that they should levy 6d. till they had collected £1,000, and that they should place that sum at the disposal of Mr. Plimsoll for the payment of what might be outstanding, and for the promotion of future legislation. (Cheers.)

Mr. Ward expressed himself as heartily willing to adopt Mr. Wilson's suggestion. His motion would be framed to that effect. (Cheers.)

Mr. Lind, Cardiff, seconded the motion.

The Chairman suggested that when the thousand pounds was collected they should take the opportunity of presenting an illuminated address to Mr. Plimsoll from the seamen of the National Union, tendering to him their heartfelt thanks for the way he had advocated the seamen's cause both before the Union was established and since. (Cheers, and cries of "Agreed.")

Mr. Wilson: I am glad to tell you that Mr. Friend informs me that the members of his Society, the North of England, will not be behind hand in this cause. (Cheers.)

Mr. Butcher: I am sure the members of the Hull Local Association will also be to the fore. (Cheers.)

The suggestion of the chairman, that an address be presented to Mr. Plimsoll, was also enthusiastically adopted.

It was ultimately decided that the testimonial take the form of a levy of 2s. 6d. per member, to be paid within three months, till the amount realised £1,000. This Mr. Plimsoll only agreed to accept on the condition that the money was to be used for promoting legislative reforms for the seamen.

Mr. Wilson, addressing Mr. Plimsoll, to whom the testimonial was quite a surprise, said: We do not, Sir, want you not only to give us your valuable services, which you have done for 30 years past, but to spend your money in addition. The seamen of this country are not that kind of men—(cheers)—they are different entirely. They only want the sympathetic chord touched, and the response is immediate. It was evident by the way the resolution was carried; and, when we do put it in force, it will be put to a banking account, and you will be able to draw upon it whenever you want it for the purpose of any future legislation. I can assure you we are only too pleased to think that we have had this opportunity of paying tribute to one—well, Sir, I need not say what has been repeated over and over again. We are only too pleased to do it, and I may say I am now speaking the sentiments of the whole of the delegates, and of the seamen—of every seaman, not only in the United Kingdom, but in the world—either British or foreign. (Cheers.)

VOTES OF THANKS

were accorded for sympathetic telegrams to the Amalgamated Society of Railway Servants, the Coal Porters' Union,

the Dublin Branch, and the owners, captain, and officers of the *Hawarden Castle*. Mr. Beattie (Green's Home) remarking that 'when there has to be any correspondence between our Branch and Sir Donald Currie's firm, we never have more than one or two letters before the case is settled.' This, the chairman said, 'speaks well for that firm.'

WIDOWS' AND ORPHANS' FUND.

A plan to strengthen this fund was unfolded by the general secretary, and highly approved of, promising as it does to bring in a considerable sum of money by means of a co-operative system, which will cost members nothing more for certain necessities than they are paying at present.

SIXTH DAY.

ELECTION OF OFFICERS.

Mr. Samuel Plimsoll was unanimously elected president of the Union amid enthusiastic applause.

Mr. Samuel Begg (Hull) was elected vice-president.

For general trustees the voting was Mr. Geo. Howell, M.P., 41; Dr. Moir, 38; Mr. Storey (manager to Mr. Tutill, banner-maker), 31; Mr. Sydney Buxton, M.P., 25; Mr. Ward, Tidal Basin, 14; Mr. Smith, Green's Home, 10. The first three were elected.

Mr. J. R. England was re-elected general treasurer, but declined the post at the salary offered. Mr. Ward, Tidal Basin, was nominated, but declined. Mr. Cunningham Graham, M.P., was proposed but declined, saying he could not take care of his own money. Eventually Mr. Smith, of Green's Home, was elected by ballot, having 37 votes, while Messrs. Dryburgh and Steadman got 13 each.

On Saturday the result of the balloting for the Executive was announced as follows:—

- No. 1 District—Mr. R. Fraser, Aberdeen (mover, D. Sullivan; seconder, V. Boosey).
- No. 2 District—Mr. A. Black, Leith (mover, W. Scott, Leith Branch; seconder, A. Robertson, Leith Branch); Mr. J. Fyfe, Glasgow (mover, A. McGregor; seconder, J. Gibbons); *Mr. John McArthur, Greenock (mover, H. Murray; seconder, C. Edwards).
- No. 3 District—*Mr. J. Hunt, Barrow-in-Furness (mover, J. Postlethwaite; seconder, — Richards).
- No. 4 District—*Mr. A. J. Candler, Liverpool (mover, T. Richards; seconder, P. Bernard); Mr. C. Edwards, Bootle (mover, P. Bernard; seconder, J. Postlethwaite); *Mr. Hy. Stading, Birkenhead (mover, J. Griffiths; seconder, J. Lynas).
- No. 5 District—A. Chubb, Cardiff (mover, J. Stocker; seconder, — Lind); *Mr. W. Gibbs, Newport (mover, D. Michael; seconder, S. Goold); *Mr. Stanley, Bristol (mover, D. Tracey; seconder, J. Dand.).
- No. 6 District—Mr. J. W. Priest, Sunderland (mover, J. Roach; seconder, J. B. Lee); Mr. C. R. Sherwood, West Hartlepool (mover, T. Payne; seconder, A. Clark); Mr. R. Latimer, North Shields (mover, J. Walker; seconder, S. Johnson).

(Continued on page 10.)

ROYAL NAVAL EXHIBITION, CHELSEA, S.W.

PATRON.—HER MAJESTY THE QUEEN.

Open from 11 a.m. till 11 p.m.

ROYAL NAVAL EXHIBITION.—Close to Grosvenor-road Station on the L. B. & S. C. and L. C. & D. lines. Within a few minutes of Sloane Square Station, from which omnibuses run direct.

Special Road-Car Service from the doors every 6 minutes to and from Liverpool Street via Victoria Station, Westminster, Charing Cross, Strand, Ludgate Hill, Bank, Broad Street. Fares to or from Naval Exhibition and Victoria Station 1d. Naval Exhibition and Chancery Lane 2d. Naval Exhibition and Liverpool Street 3d.

Unrivalled Attractions, and the following are some of the principal features:—

Arctic Relics, Arts Gallery containing one of the finest collections ever got together—Historical Collections of Models of Ships of War and Mercantile Marine—Full-size Models of H.M.S. Victory and Eddystone Lighthouse, on which will be burning the most powerful light in the world—Monster Ordnance (guns of 57-tons and 110-tons)—Machine Gun Firing—Torpedoes—Exhibition of Diving, &c.,—Lake, 250 ft. long by 150 ft. wide, on which Mimic Combats between Models of two modern Battle Ships will take place, and illustrations of Submarine Mining, &c., will be given—Nautical displays in the arena—Performances by the Sons of Neptune Opera Company—Aquatic Fireworks—Balloon Ascents—Monster Iceberg, containing realistic Arctic Scenery, and Panorama of Trafalgar—Grounds Magnificently illuminated (thousands of coloured lights) Decorative Lighting by James Pain & Sons.

Hon. Sec. Capt. A. Jephson, R.N.

MASTERS & CO. THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,
29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

MASTERS & CO.,
18 & 19, CASTLE STREET, SWANSEA.

MASTERS & CO.,
39 & 40, HIGH STREET, NEWPORT.

THE BEST HOUSE FOR
BAILORS' & FIREMEN'S BOOTS & SHOES
S. VINICOMBE'S,
11&23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING OCTOBER 10, 1891.

ABERDEEN.—Wm. Steven, A.B.

BIRKENHEAD.—Jas. McAvay, A.B.; T. S. Westrom, A.B.; J. N. Beers, A.B.; H. Martin, fireman; T. Garston, A.B.; J. Pennetto, trimmer; W. Williams, fireman; T. Keamer, trimmer; F. Findlay, A.B.; T. Loda, A.B.

BARROW.—W. Christian, fireman; P. Deggan, trimmer.

BURNTISLAND.—W. Warden, A.B.; J. Tarint, A.B.; J. McMillen, A.B.; M. Robertson, trimmer.

BELFAST.—T. Dodds, fireman; T. Kelly, S. Wilson, fireman; J. Hay, A.B.; J. Stewart, trimmer; C. Burns, fireman.

BRISTOL.—G. Burgess, A.B.; T. Evans, A.B.; R. Francis; J. Dwyer, fireman; G. Sanday, fireman; F. Worms, A.B.; R. Hurford, fireman; J. Plumpton, trimmer; C. Sims, O.S.; P. Chamberlain.

CARDIFF.—C. Linder, A.B.; G. Caseman, A.B.; G. Allan, A.B.

CHRISTIANIA.—K. Bonnevie, A.B.; K. A. Pettersen, O.S.; Gulikson, A.B.

DUNDEE.—Jas. Thoms, A.B.; K. Gietz, A.B.

FRASERBURGH.—Jas. Smith, A.B.; W. Stephen, A.B.; R. Trahm, A.B.; G. Cruden, A.B.; J. Farquhar, A.B.

GLoucester.—A. Almes, steward; R. James, A.B.; J. Johnson, A.B.

GOOLE.—A. Marshall, fireman; Geo. Cook, A.B.; N. A. Swanson, A.B.; L. Bathgie, fireman; S. Stowe, fireman; A. Jacklin, A.B.; T. Rooley, steward.

GLASGOW.—Thomas Alexander, trimmer; Edward Curran, trimmer; William Watson, A.B.; Thomas Clifford, trimmer; Campbell Leitch, A.B.; Thomas Lynch, trimmer; Napoleon Rutherford, A.B.; Arthur Burns, fireman; James Savage, A.B.; Dugald McNeil, O.S.; John McCamley, fireman; John McKay, O.S.; James McCall, trimmer; Martin Burns trimmer; Thomas Derry, trimmer; J. McCartney, trimmer; P. Boyle, trimmer; J. Watt, trimmer; G. Stephens, fireman; J. Laughlan, winchman; J. Dollen, trimmer; J. McNeil, trimmer; C. L. Buwzo, A.B.; C. McEwan, trimmer; F. Watson, trimmer; J. Gardiner, trimmer; A. McPherson, A.B.; J. Nellis, trimmer; H. Healy, trimmer; J. Thompson, A.B.; T. McArthur, fireman; J. Shepherd, trimmer; J. Murray, trimmer; D. O'Ante, A.B.; Wm. Howie, trimmer; A. McCord, fireman; Jas. Lewis, fireman; M. Glasier, fireman; J. Corcovan, A.B.; J. Dempsey, A.B.; F. Fitzpatrick, trimmer; T. King, trimmer; T. Tiril, trimmer; F. Boyle, trimmer; D. Mailer, winchman; A. Hughes, A.B.; Wm. West, fireman; L. J. Tabee, A.B.; J. Smith, trimmer; W. McKinnon; F. Taylor, fireman; Wm. Moore, A.B.

GRAVESEND.—Jas. Dale, A.B.; P. McCabe, fireman.

GREEN'S HOME.—D. Donovan, trimmer; F. Wood, A.B.; A. Chisholm, fireman; W. Goodrich, trimmer; J. Geary, A.B.; P. Glorsen, A.B.; J. Dumond, fireman.

GRIMSBY.—D. Thompson; A. Johnson, trimmer; J. Tollen; J. H. Doughty, trimmer; T. Miller; G. Mould, A.B.; J. C. Poulton, fireman; R. Banks, trimmer; H. Bilby, A.B.; J. Walk, A.B.; D. Coughlin, A.B.; H. Buffone, fireman; J. Scott, trimmer; H. Kersey, fireman; T. Salt; Wm. Rudd, J. Hoity, A.B.

GREENOCK.—M. Clark, trimmer; T. Hoggan, trimmer; J. Macpherson, trimmer; S. Johnston, trimmer; J. O. Brien, A.B.; T. McFadyan, A.B.;

HULL.—J. H. Carpenter, A.B.; J. Ronosee, carpenter; C. F. Johnson, A.B.; T. Carrington, A.B.; G. Wilson, A.B.; N. M. Lamb, A.B.; R. G. Anderson, A.B.; L. Peterson, A.B.; C. M. Peterson, A.B.; W. Smith, A.B.; Wm. Cook, A.B.; G. Steele, trimmer; A. Watsal, A.B.; C. Wollin, A.B.; G. Bell, O.S.; T. Newman, trimmer; W. Osborne, A.B.; W. Elm, trimmer; B. Porter, fireman; J. W. Beecher, trimmer; F. Bartlett, M.R. Std; J. Doyle.

LERWICK.—James Smith, A.B.; C. Thomson, A.B.; L. Johnson, A.B.; R. Robertson, A.B.

LEITH.—Robert Hook, trimmer; D. Dundass, A.B.; J. Inglis, fireman; A. Morrison, O.S.; A. Carlton, fireman.

LIVERPOOL.—H. V. Moses, A.B.; G. Wilson, A.B.; J. H. Wolf, A.B.; J. Anderson, A.B.; R. J. Owen, A.B.; J. Hanley; W. Dilly, fireman; T. Connor, fireman; R. H. Lewis, A.B.; J. Morgan, A.B.; C. Kelly, boatswain; W. Halton, O.S.; R. Hyde, A.B.; T. Leary, fireman; J. Roscoe, A.B.; W. Dark, fireman.

MIDDLESBROUGH.—R. Rose, A.B.; M. Callaghan, fireman; G. W. Waistell, mess-room steward; R. Gibbs, A.B.; W. Davison, mess-room steward; T. Gronow, fireman; D. Edwards, fireman; J. Smith, O.S.

MARYPORT.—Jas. Rush, A.B.; J. Harrison, fireman.

SOUTH SHIELDS.—W. Lee, fireman; R. McCarthy, A.B.; G. Wilson, A.B.; N. Coyle, fireman; R. Otto, fireman; J. Dolan, O.S.; A. Olsen, A.B.; P. Vanguard, fireman; A. Erickson, A.B.; C. Muir, steward; H. Woolsey; T. Hughes, A.B.; P. Jacobson, fireman; C. Gode, A.B.; P. Pederson,

A.B.; D. Parry, A.B.; C. T. Olsen, trimmer; T. Shannon, trimmer; J. Low, fireman; W. Blacklock, fireman.

SOUTHAMPTON.—J. A. Satchell, fireman; C. Glosebey, C.T.; W. Palmer, C.T.

WATERFORD.—J. Sullivan, fireman.

WEST HARTLEPOOL.—R. Lough, fireman; Wm. Kennedy, A.B.; B. Everitt, A.B.; Geo. Streeting, fireman; T. Moores, fireman.

RECEIPTS AT HEAD OFFICE.

CASH RECEIVED BY MR. J. H. WILSON,
OCTOBER 3 TO 11.

Gravesend, non-locals, 1s; SEAFARING, 1s 8d. Birkenhead, general fund, £200. Montrose, non-locals, 2s 6d; SEAFARING, 1s 8d. Blyth, non-locals, £4 8s 6d; SEAFARING, £11 1s 11d. Bootle, general fund, £100. Peterhead, £1 13s 1d. Grimsby, non-locals, 15s 6d. Whitby, non-locals, 6s. King's Lynn, SEAFARING, 1s 8d. Dundee, non-locals, 9s; SEAFARING, 5s, ditto, 5s. Waterford, non-locals, 5s. Liverpool, general fund, £94 9s. Barry, general fund, £37 10s, ditto, £2, ditto, £2. Blyth, SEAFARING, 3s 4d. W. A. Allison, SEAFARING, 8s 8d. Mr. Maxwell, £6 10s 1d. Total, £463 8s 7d.

CASH RECEIVED BY MR. MAXWELL.

Hull, non-locals, 6s. Bootle, non-locals, 10s; SEAFARING, 4s 2d. Barrow, SEAFARING, 1s 8d. Bo'ness, non-locals, 8s 6d. Liverpool, non-locals, £3 18s 6d; SEAFARING, 1s 3d. Dundee, non-locals, 10s; SEAFARING, 5s, ditto, 5s. Total, £6 10s 1d.

GLASGOW BRANCH.

Members will please note that the general weekly meeting will in future be held first Tuesday of every month in Lesser Hall Assembly Rooms, McLean-street (entrance by 81, Craigiehall-street, S.S.), and the second, third, and fourth Monday of every month in Good Tempair Hall, 20, Bishop-st., Anderston. Visiting members cordially invited.—ROBT. MCBRIDE, Secretary.

PENARTH BRANCH.

All communications to be addressed "George Tucker, 32, Dock-road, Penarth," who has been appointed secretary of this Branch.

Seafaring.

SATURDAY, OCTOBER 17, 1891.

MORE SUCCESSES.

Colonel Gourley, M.P. and shipowner, is a perfect stranger to the present writer, who has never had an opportunity to exchange ideas with that gentleman. The fact is therefore all the more remarkable that at the Seamen's Congress the other day, the hon. member for Sunderland spoke as we report him on page 6. Readers of SEAFARING must remember seeing very similar views expressed in print before, and if they turn to past issues of SEAFARING they will be found in some of our articles, which shows that at least one shipowner, deservedly respected and highly popular, agrees with SEAFARING, or rather, we should perhaps—as SEAFARING is but his junior in the matter of years—say SEAFARING agrees with him. Put it as you will, the fact of the coincidence is there, and it is good for seamen and shipowners that it is there—for seamen because Colonel Gourley is a friend, for shipowners because he is one of the few humane men that prevent, by reasonable concessions, shipowners as a class being dealt more severely with. Gentlemen like Colonel Gourley are indeed the salt of the capitalist class, which saves that class from being swept away. If the country had a few more such capitalists it would be less agitated by

strikes and other forms of industrial war. His speech will be read with pleasure by seamen, and it might be read with profit by shipowners, especially those of the narrow-minded, tyrannical sort, who seem to imagine that nobody has any claim to consideration except themselves, and that combination among seamen is a crime of the deepest dye. At the present time, when the Shipping Federation is engaged in a war of extermination against the Seamen's Union, Colonel Gourley's address is most timely and appropriate, and we commend it to the attention of shipowners generally, and Federationists particularly. On the same occasion there attended the Seamen's Congress Major Rasch, a soldier and a Tory, to offer his services to the seamen—a circumstance which helps to show that the seamen have friends in both the great political parties and that the seamen's movement is not a political one. Engaged in that movement are men of almost all religious and political creeds, as well of men of no political or religious creed, as the two terms are usually understood. The president of the Union advises the seamen to keep the Conservative Government in power because of what it has done, and will do, for the seamen; the general secretary of the Union is enrolled among the Labour Radicals who would turn the Government out. Yet they work together for the common cause of the seamen, and this illustrates how perfect unity in that cause may, and does, co-exist with differences of opinion on other subjects. Though some of us may be Revolutionists, Socialists, or even Anarchists, the most strict moderation in our requests for the seamen is what we are all practically agreed upon, and the success of this policy is seen not only in the fact that a political party usually averse to change has to be credited with befriending our cause, but in the fact that the reasonableness of our requests is admitted by shipowners, who have to pay in hard cash for such admission.

SKILLED LABOUR.—Mr. John Burnett, in his report to the Board of Trade on the state of the skilled labour market during August and September, says that it is becoming apparent that the demand for skilled labour is steadily decreasing in some of our chief industries. In fact, the returns are the least favourable which have been made since the middle of 1888.

DANGER ON SHIPBOARD.—The coroner for Bootle last Wednesday evening, in the case of a boy who was killed by falling down the hold of the National liner *Queen*, consequent on the hatches being left open without lights, strongly admonished on the fact that under the Factory and Coal Mines Acts rules were made providing for the fencing of dangerous places, but on shipboard no precautions were taken against fatalities. The jury made a presentment that they were much impressed with the number of such accidents, and suggested that the Government should make regulations for protecting workmen's lives when in dock. The coroner promised to send the representation to the Government.

SERVICES.—The lifeboat *Mark Lane*, at Gorleston, on Tuesday evening, succeeded in reaching the sloop *Ada*, of Portsmouth, which had struck on the Scruby Sand. Her crew of four men were taken to land. The *Mary Isabella*, stationed at Ramsey, with the assistance of a steam-tug, brought the *Mary Agnes*, of Dumfries, and her crew of three men, into harbour. The following morning the lifeboat assisted to save the *Unity*, of Chester, also carrying a crew of three men. The lifeboat *Civil Service*, No. 6, stationed at Douglas, Isle of Man, brought safely ashore the crew of four men from the schooner *Progress*, of Castletown. The lifeboat *John Monk*, at Peel, on the Tuesday night, landed the crews, numbering in all ten men, from the schooners *Glide* and *Nelson*, of Belfast, which were in danger while lying at anchor in a strong gale.

THE SEAMEN'S CONGRESS.

(Continued from page 8.)

No. 7 District—Mr. A. Bird, Hull (mover, Mr. Ward, Hull; seconder, R. Steele, Hull).

No. 8 District—Mr. W. Cummings, King's Lynn (mover, B. H. Craven; seconder, — Harvey).

No. 9 District—*Mr. W. Gammon, Whitstable (mover, T. Turner; seconder, J. Roach); Mr. H. Langford, Southampton (mover, G. A. Gew; seconder, Y. Boosey); Mr. J. W. Starkey, Tidal Basin (mover, W. Ward; seconder, W. Asbury).

No. 10 District—*Mr. M. Green, Dundalk (mover, Mr. McKin; seconder, — Mullins).

No. 11 District—Mr. John Rogers, Waterford (mover, R. H. Ross; seconder, J. Collins).

Those marked * were members of the last Executive.

(Mr. McQuillan, Glasgow, declined election.)

ALTERATION OF RULES.

The space at our disposal does not admit of going into the details of all these alterations. Suffice it, therefore, for the present, to say that among the more important changes are the centralising of the funds of the Union, which was carried by 49 votes against 13; a decision that the vice-president of the Union shall preside at the meetings of the Executive Council; an alteration empowering the general secretary to engage his own assistant; important changes as to the admission of foreigners; and the powers of the general secretary and head office.

MANNING SCALE FOR FIREMEN.

The Committee having brought up this scale on Saturday,

Mr. Wilson read the proposals.

Horse Power.	Engl. Boilersmith	Engl. Luggers	Donkey-men.	Store-keepers.	Greasers.	Firemen.	Trimmers.	Engines' Stewards.
40 to 60	... 2	...	—	3	...	—	—	—
60 to 75	... 2	—	—	3	...	1	—	—
75 to 100	... 3	...	1	3	...	2	—	1
100 to 150	... 3	...	1	3	...	3	...	1
150 to 200	... 3	...	1	6	...	3	...	1

I should just like to call attention to this. There are many cargo tramps sailing at the present time, carrying 2,000 tons, that have not got more than 200 h.p. ("Plenty.") Therefore, this scale will be as unsatisfactory as the other.

Horse power.	Boilersmith	Luggers	Donkey-men.	Store-keepers.	Greasers.	Firemen.	Trimmers.	Engines' Stewards.
200 to 250	0	4	1	1	3	6	3	1
300..	1	4	1	1	3	6	6	1
400..	1	4	1	1	3	12	6	1
500..	1	5	1	1	6	18	9	1
700..	1	7	1	1	6	24	12	1
800..	1	7	1	1	6	27	15	1
900..	1	7	1	1	6	33	18	1
1000..	1	7	1	2	2	39	21	1

Now this is the finishing touch: "And in addition to the above scale, a steward to be carried—(laughter)—for the firemen

forecastle in all steamers of 250 h.p. nominal and upwards, his duty being to keep the forecastle clean and attend to the men's meals." (Laughter.) Well, there's nothing for us to laugh at in that. It's about time. Scale adopted.

DECK LOADING.

Mr. Wilson suggested a memorial being sent to the President of the Board of Trade, urging the pushing forward of the Deck-Loading Bill next Session.

ENFORCE THE ACT.

The Vice-chairman: And I wish to get a memorial sent to the Board of Trade for the purpose of getting the Load-Line Act enforced.

Carried unanimously.

THANKS.

A vote of thanks was accorded to the retiring Executive for their services, likewise to the editor of *SEAFARING* for his services, and to the official reporters for theirs.

NEXT YEAR'S MEETING.

The result of the balloting was for Liverpool 26, for Dublin 23, for Hull 8, Newcastle 1. Liverpool will therefore be the scene of next year's meeting.

CONCLUSION.

A vote of thanks to the late general treasurer, Mr. England, and a vote of thanks expressing renewed confidence in the general secretary, were carried amid cheers.

Mr. Wilson: Now, gentlemen, we have come to the end of our labours, and at times we have had some very stormy scenes, and there have been some very strong words passed from one to another. I am sure I hope there is no delegate going away with any feeling of anything I may have said at any time in the various debates. I can assure you all that I have no feeling whatever to any delegate. It is perfectly true there have been things said from time to time which have given me considerable annoyance. Still, that is one of the sweets of office. If a man wants to be secretary of a Union, he must be prepared to be insulted any time, and as many times as people feel inclined; but, on the other hand, he has a perfect right to defend himself to the best of his ability. Having said that, I hope you are satisfied; and, if you have not all got your little bits of proposals through, it has been because the Congress in their wisdom and majority, thought it was not in the best interests of the Union that your proposal should be adopted, so that I hope anyone who has come with amendments to rules—if you have not got them through I hope you will be above the kind of talk where men will go back and say, "My Branch has been insulted." I hope we are better Union men than that. I hope we are imbued with the principles of a National Union better than to have anything of that kind. If the rules do not please you, prepare your amendments for the next Congress, and try to get them through there, and, if you do not succeed there, try again until you do, and that is a sure sign that you have converted the majority to your way of thinking. Now, I know that there is a great fight in front of

our Union, and I believe that before many months are over we will be engaged in a great struggle. I feel certain that the Union will give a good account of itself if there is only unanimity of feeling between the various Branches, and determination on the part of the secretaries and delegates.

If you back them up, we will put our Union where it always has been—at the top of the tree of the Trade Unions of the country. (Cheers.) Now, I have great pleasure in moving the best thanks of the Congress to the presiding chairman. I am sure we cannot but sympathise with him. He has had a very difficult job indeed. You talk about Mr. Burt at the Newcastle Congress—gentlemen he is not in it.

AN INTERESTING EVENT.

During the sitting of the annual meeting in London, last week, one of the Irish delegates, Mr. Collins, Youghal, received a telegram informing him that a son and heir had been born unto him. The Irish delegates, on hearing the news, resolved to commemorate the occasion, and accordingly purchased a baby's silver cup and spoon. It was the intention to have the presentation made during the sitting of the Congress. Mr. Donnelly, O.S. for Ireland, asked the chairman's permission, but was referred to the standing orders committee, who readily gave their consent to the arrangement, and although the event would not have occupied more than three minutes, through the pressure of business their request could not be granted. The Irish delegates having to leave to catch the 6.30 train from Euston to Holyhead, waited until 5.15 for an opportunity, and then had to leave, many of them of the opinion that had the chairman been allowed to make the presentation, time would have been found. They (the Irish delegates) took the first opportunity which offered itself, and Mr. E. Donnelly, on behalf of the Irish delegates, presented the cup on board the London and North Western express boat, on the passage from Holyhead to Dublin. Mr. Collins, in his reply, remarked that if the baby lived to manhood, and took after its father, they would all know at least one sailor who was fed with a silver spoon and cup. The rest of the passage was spent with song and sentiment. The cup bore the following inscription:—"N. A. S. and F.U., presented by the Irish Delegates to Baby Collins, Oct. 10, 1891."

THE LIFE OF SUBMARINE CABLES.—There has been some little controversy as to the life of submarine cables, one newspaper claiming that after twelve years a deep sea cable would break of its own weight when being lifted for repairs. To prove that this calculation is "away off," *Invention* has taken some pains to ascertain the following:—"There are now in existence and in working order, about 44,000 knots of cables, having a life of 15 years and over; of this amount some 21,000 knots are 20 years, and over, of age. There are several instances of cables now working over 25 years old, but these are principally lines of unimportant length, and lying in shallow water. The cables we have cited are laid in all portions of the globe, and submerged in all sorts of depths, although the Companies owning them have spent, and are prepared to expend, considerable sums in repairs, we do not think that the complete renewal of each section every ten years has entered into their calculation. Present experience would lead us to allot to submarine cables laid under favourable conditions an average life of from 30 to 40 years."

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

At the usual weekly meeting of Green's Home Branch, Oct. 14, Mr. O. Curtis in the chair, 22 new members were duly enrolled for the week, and the financial statement was passed as satisfactory, and correspondence read. Four delegates to represent the Branch on the district committee of the Federation of Trades and Labour Unions were elected as follows:—A. Mercer, 37; W. F. Whitehead, 34; C. Wheeler, 33; O. Curtis, 33; Hill, 26; Dowle, 24; Byrne, 21. The election of one auditor resulted as follows:—O. Curtis, 43; T. Byrne, 41. The members decided to attend, with banner and regalia, the demonstration at Victoria Park on Sunday, the 18th inst. (to-morrow), in connection with the dispute at Wapping. It was decided that a return be submitted to next meeting of the numbers of members under six months in arrears. The secretary briefly reviewed the work of the annual general meeting, remarking that the Branch had received very fair consideration. Our delegates could not complain, for they had full freedom of speech, and although they did not quite agree with others regarding the details of some matters, it was a pleasure to know that upon the principal work we were all of one mind. The seamen might well be proud of their representative Parliament, and the business-like manner in which they conducted our affairs. He felt confident that the members of Green's Home Branch would render every assistance to carry out the instructions of Congress, and show a united front against the enemy. Messrs. Beattie, Smith, and Byrne, the delegates from Congress, gave a brief report of the proceedings of that body. It was moved by Messrs. Hill and Griffiths that the best thanks of the Branch be tendered to our delegates to Congress, and we further endorse all the resolutions of the annual general meeting, and will give every assistance to our officials to carry the same into effect; carried. Mr. C. Edwards (secretary Federated Trades and Labour Unions) and Mr. Roles (general secretary Amalgamated Watermen and Lightermen's Society) addressed the Branch on the good effects of all Unions being federated together. Since the federation of trades had established the contributions of riverside Unions had doubled. Mr. Beattie proposed, and Mr. Hill seconded, a vote of thanks for their attendance; carried.

The London officials of the Seamen's Union are rendering every assistance to the Dockers' Union to bring the present dispute at Wapping to a successful issue. A sub-committee of the Federated Trades are also sitting daily in connection with this matter, and at the present time the following trades have refused to handle goods or craft from their wharves:—sailors and firemen, Dockers' Union, watermen and lightermen, carmen, non-free men, engine-drivers, tug-boat men, and coal-porters. The stevedores have called a mass meeting for next week to consider their position. Messrs. Kaylor and Garvie, the seamen's delegates, are doing good work in connection with this dispute on the river in their new boat. Messrs. J. H. Wilson and A. Mercer represent the Seamen's Union on the sub-committee.

At the Foresters' Hall, Mile End, on Oct. 9, the unfurling of the new banner of Tower Hill Branch took place. Councillor Gammon, Mr. Quelch, Mr. J. J. Robinson, Mr. Donovan, and the editor of *SEAFARING* taking part in the ceremony, with them on the stage being the band of Green's Home Branch, which played appropriate airs. Mr. Plimsoll had arranged to unfurl the banner, but on arriving at the hall was taken suddenly ill and had to leave, and the general secretary could not be present as he had to attend a meeting of the Executive of the Federated Trades. There was a very large attendance, the hall being quite full, and the speakers were all well received. A person said to be a Shipping Federation man who hissed was promptly ejected. Mr. Fowler, Mr. Mercer and other officials of the London district, as well as most of the delegates to the annual meeting, were present. The banner, which is the work of Mr. Tutill, is very handsome, consisting of patent woven silk, with a sailing ship on one side and a steamer on the other, both surrounded by appropriate scroll work. Tidal Basin Branch did not, we believe, hold its usual meeting on Friday night so that members could attend this gathering.

MERSEY DISTRICT.

At the weekly meeting of the Liverpool No. 1 Branch, on the 12th inst., Mr. Candler in the chair, after the formal business had been got through, Messrs. P. Bernard and T. Richards gave in their reports of the annual meeting in a very exhaustive manner, supplemented by the reports of the Bootle delegates, who had kindly attended the meeting at the request of the members. A discussion arose on various points, which was terminated by a vote of thanks to our representatives for their services, and one or two complaints were dealt with, after which the meeting adjourned.

At the weekly meeting of Birkenhead Branch, on Monday, 12th inst., Mr. John Griffiths presiding, the minutes having been passed, together with correspondence and financial statement for week ending Oct. 10, the new members enrolled during the week were accepted. The chairman submitted his report of the proceedings of the annual general meeting, and it was moved by R. Rozers, seconded by M. McKiernan, that the delegates' report from the annual general meeting be accepted; carried. It was then moved by John McShane, seconded by M. McKiernan, that we approve of the action of the annual general meeting in levying the members in the sum of 2s. 6d., in order to raise sufficient money to enable our worthy president, S. Plimsoll, Esq., to carry on the good work he has in hand for the welfare of our seamen; carried unanimously. After which several members paid the full amount of the levy in order to show their appreciation. The secretary dwelt at some length on the Bills which were being prepared by our indefatigable secretary and our untiring president, S. Plimsoll, Esq., to introduce into the House of Commons, in the interests of seamen; when he hoped the seamen of this country would not be wanting in their efforts to assist in the good work by paying the levy imposed by the annual general meeting.

GLASGOW BRANCH.

The first weekly general meeting in our new hall, McLean-street, S. Side, was held on Tuesday night, Oct. 6, Bro. Wright, vice-president, in the chair. After the minutes were adopted, also minutes of the special meeting held for consideration of agenda paper, the balance-sheet for the week was, after several comments on various items, carried unanimously. Correspondence was read, including a letter from a member named Flynn; also from T. D. Rennie, Peterhead, from Mr. R. A. Rennie, Branch solicitor. The correspondence was passed. The secretary then suggested to the members the advisability of him having the power to visit other Branches and secretaries who had been in the habit of coming very often to visit us at our meetings, and assist us to the best of their abilities to forward business. He did not mean to make a habit of this, but only if an occasion required in the Union's interests, so as he would know how to act. Bro. Currie moved, and Bro. Lassen seconded, that the secretary be empowered to visit them any time he thinks fit and proper, as long as it would benefit us, and the Union at large; carried unanimously. From a suggestion made by the secretary Bro. Brown moved, seconded by Bro. Gallacher, that the secretary be instructed to get a supply of small silver medals for distribution amongst the members whose prominent services to the Union cause in assisting delegates in the course of their duties, may be deemed worthy of the token of recognition, to encourage them to go on in the good work, and that it be left to the secretary's discretion to make the awards under such conditions as he may deem advisable, the award to be made in open meeting, and the service stated, so that no one may receive the same unworthily. This was carried unanimously. It was next moved by Bro. McKinnel, seconded by Bro. Currie, that the secretary be instructed to bring before the notice of the Executive Council the advisability of having a diploma or emblem of the Union designed and lithographed, in a form suitable for framing, so that members desirous of retaining this pleasing memento of their attachment to Union principles, may be supplied with a copy of the same by payment of a nominal sum, and that a copy of this suggestion be published in *SEAFARING* for other Branches' consideration and approval; carried unanimously. The case of a member's widow was next dealt with, her husband being a good financial member at the time of death, and leaving her without any visible means of support. After some sympathetic comments by the members present, it was moved by Bro. Bracken, seconded by Bro. McKinnel, that the widow receive a grant of £2 from our Branch management fund; carried unanimously. This concluded a good business meeting.

At the meeting held Oct. 12, in Templars' Hall, 20, Bishop-street, Anderston, Bro. C. Wright, vice-president, in the chair, the minutes of the previous general meeting were adopted, also committee

minutes and balance-sheet. Correspondence was now read from Bro. Flynn, from Mr. Carr, secretary, Hull, and from Barrow, also from one of our members, James Kennedy, fireman, who had made an application for a subscription. It was moved by Bro. Fyfe, seconded by Bro. Smith, that subscription sheets be drawn out and put in the offices on behalf of Bro. Kennedy; carried. After a statement by one of our delegates at the late Congress, and some comments thereon, the meeting adjourned.

CARDIFF BRANCH.

At the usual Branch meeting, Oct. 12, Mr. Atkins presiding, minutes being accepted, reference was made by Mr. Tucker to the assertions made by Mr. Harrison against Mr. Chubbs, who, he contended, had a right to make a charge against any member unless that member was present. Mr. Gardner, replying, said the matter had been brought before the annual meeting, which had exonerated Mr. Chubbs from all blame, but he intended to have a meeting of the Barry Branch to hear complaints of those members belonging to that Branch. Committee minutes and financial statement having been accepted, the delegates who attended the Congress gave their reports, which were received with great satisfaction, the district secretary also speaking very highly of their conduct, after which a vote of thanks was accorded them. Mr. Tucker then spoke in reference to the reports which had appeared in the daily papers alleging that Mr. Gardner employed non-Union labour, when, after some brief remarks by our district secretary, the following resolution was passed, being moved by Bro. Stocker:—Having heard the explanation of Mr. Gardner, that we, the members of this Branch, are perfectly satisfied with the stability of his Trades Union principles. Complaint was next heard from Mr. Dewey, late watchman of the Pelican Club, who had been discharged, he (Mr. Dewey) wishing to know on whose authority he was dismissed, as at present he was unable to find out. After further hearing Mr. Dewey, the secretary was instructed to write head office in reference to same. Nominations were then taken for delegates to attend the Federation of Trades, when the following were elected, Bros. Stocker and Hollick.

HULL BRANCH.

At the usual meeting held on Tuesday, Mr. W. Chafer in the chair, the president and the vice-president being at the annual Congress, the minutes were adopted. After the correspondence was disposed of the balance-sheet for the quarter was read, which gave great satisfaction, and showed that the income of the Branch had increased £5 per week whilst the quarterly expenditure had decreased £160, the number of members enrolled for the quarter being 133, and sale of SEAFARING showing an increase of £1 2s.

Quarterly return of the Hull Branch for quarter ending Sept. 26, 1891:—Receipts—Balance from last account £51 1s. 8d., entrance fees paid in part £34 7s. 6d., contributions £274 9s. 0d., sick fund at 4d. £3 0s. 7d., cards, rules, and medals £6. 11d., levies £1 2s., SEAFARING £4 4s. 8d., contingent fund £2 17s. 6d., from head office re Mr. Begg's expenses to Cardiff £6 1s. 8d., non locals £16 16s. 1d.: total, £396 7s. 7d. Number enrolled during quarter, 133. Expenditure—Salaries—secretary £22 2s., assistant £7 2s. 6d., outside delegate £39, caretaker and cleaning £1 10s., postages and telegrams £2 0s. 5d., expenses and incidentals £2 17s. 9d., unemployed donation £3 10s. 4d., stationery and printing £7 5s., rent £12 2s. 6d., shipwreck s.s. *Dundee* and *Oxford* £12, relief, travelling £2 13s., rates 18s. 5d., paid loan to Mr. Begg £51 15s. 7d., sick payments £7, SEAFARING £1 0s. 4d., Mr. Begg's expenses, Congress £5 5s., doctor's fees £1 12s. 6d., contribution to Executive £50, contribution to Executive, non-locals, £16 16s. 1d., Branch cr. £41 14s. 8d., protection payments £2 14s., special meetings £27 0s. 2d., miscellaneous £16 12s. 10d., balance in hand £62 4s. 5d.; Total, £396 7s. 7d.

ABERDEEN BRANCH.

At the weekly meeting, Oct. 12, Mr. R. Fraser, president, in the chair, there was a fair attendance of members. Minutes were adopted and correspondence disposed of. The secretary reported a matter concerning one of the members who had laid claim to a certain benefit, but as the said member had wrought against the interests of the members and the Union, he was ordered to appear before the Branch meeting, but failed to do so. It was then formally decided that his claim be not entertained until he complies with the will of the Branch. The delegate to the annual meeting, Dennis Sullivan, tendered his report, treating first the various legislative bills or measures proposed to be dealt with in next Session of Parliament. These were considered by the members present to be of a thorough nature and much needed, and

members will do all that in them lies to assist in getting them passed by deputations and otherwise to our local members of Parliament, who have expressed the desire to be kept thoroughly posted up to the needs and aspirations of the seafarers. The members anticipate that every member of the House of Commons will be furnished with a copy of each bill. Then will be the time for the members throughout to make themselves heard. The delegate then touched on the leading points in the amendment of rules, and taking them all through were considered very satisfactory, one point excepted, which had relation to the payment of alimony when a dispute may occur involving, say, a whole port. The secretary was instructed to make certain inquiries on the matter and report. The Plimsoll testimonial of 2s. 6d. by every member for the further pushing on of legislative work was most favourably considered, and we doubt not will be responded to in the most hearty fashion. The new method to be adopted relative to SEAFARING was met in the most favourable way possible. Several questions were put and answered by the delegate, after which the chairman proposed a vote of thanks to the delegate, which was carried with acclamation. It was next reported that one of our members had died, Thomas Wilson, fireman. He had been ailing for some months, and he has left behind him a wife and five young children. In the circumstances it was carried unanimously that we issue subscription sheets in their behalf at the earliest date possible.

NORTH SHIELDS BRANCH.

At the weekly meeting the minutes were confirmed, and the weekly report was approved and considered satisfactory. The report for the last quarter was submitted and received with loud cheers, as many of our members heard we were going down-hill, but by the quarterly report submitted by the auditors it was seen that we were not losing but gaining ground. The delegates then gave in their report from Congress. Mr. Latimer was heartily thanked for the manner he had carried out the instructions of the members. Mr. Walters also gave in his report, also Mr. Errington (our late representative on the Executive Council), and informed the members that we had the honour of having a representative on the Executive Council again in the person of Mr. R. Latimer, our Branch chairman. (Loud applause.)

SOUTH SHIELDS BRANCH.

At the weekly meeting, the president in the chair, minutes, bills, and weekly balance-sheets were adopted. The quarterly balance-sheet was read, showing that the Branch is drawing up to its former position. The income for the quarter ending Sept. 25, of 13 weeks, is £661 4s. 7d., which is an increase of £74 6s. 1d. over last quarter in contributions. This shows that the members understand the benefits of the Union, and are more determined to stand firm. The new members for the quarter are 135, and the sub-Branch at Tyne Dock has collected £122 12s. 2d., which shows the benefit of this Branch. The balance-sheet was approved unanimously, along with the auditor's report. The delegates from the Congress gave in their report, which was not considered favourable towards our Branch, but Shields motto is "Always ready," and "Pull together." The treasurer, Mr. J. R. England, came in at this stage, and was well received, and gave his views of the past Congress, which caused some discussion.

After he had explained his position, a vote of thanks and confidence for his past services to the Union was proposed, trusting that he may be long spared to assist in the good work which he has already done, and that he will still rally round the motto "Pull together." When this was put to the meeting it was carried with acclamation. In reply, he said that he would work as hard for the Union in future as he had done in the past. The secretary then presented the Branch a half model in a handsome case, a present from Miss Emily Hanson, one of our member's daughters, which was received with due respect. The secretary then announced the death of Mr. Healy, secretary of the Blyth Branch, who was highly respected by all the members sailing out of Blyth. A motion was passed that the secretary convey to Mrs. Healy the deep sympathy of this meeting in her present trouble for the loss of her husband, and also our regret for the loss of so great a friend to the seamen, and that the secretary attend the funeral to represent the Branch. This was carried by all members standing.

SUNDERLAND BRANCH.

At the usual weekly meeting, Oct. 12, Mr. E. Goodfellow in the chair, the minutes were confirmed. A letter was received from the general secretary stating that an organiser would visit the district shortly, he not being able to come himself. There is every reason to feel pleased with the pro-

gress of the Union here in the north. New members being enrolled daily. It was stated that the shipowners were in an awful pickle owing to the manner in which their ships were being deserted by the crews on the point of sailing. So much for their Federation trick. The Union dealt pretty effectually with that sort of thing, until the Federation business started. When the Federation opened their arms to the individuals who were stopped by the Union for failing to join their ships, and of course having a clear hand these men are carrying on the same old game and teaching others how it is done. The delegates to the annual meeting, Messrs. J. W. Priest and J. B. Lee, commenced to give their report of the business that was done at the annual meeting held in London, part of which had to be left over to the next meeting. Meantime members are proud of the re-election of Mr. Plimsoll as president of the Union, and that Mr. Geo. Howell, M.P., Dr. Moir, and Mr. Storey are elected trustees.

GREENOCK BRANCH.

There is a scarcity of men here at present. In one respect this is fortunate, as the employment offering is of a class that the members usually do not care to accept. During the weekend Oct. 3 all the available men obtained remunerative berths, one vessel taking a good complement on a run to Bombay at a rate considered highly satisfactory. An attempt has been made by a steamer in Port Glasgow to obtain a crew at a reduction of 5s. per month, but this has been frustrated both here and in Glasgow, the officials of which Branch were put on their guard. As the proceeds after discharging to the latter port the officials there have no doubt taken steps to resist any such attempt.

WICK AND THURSO BRANCH.

A fair start has now been made, and returns sent to head office, as well as non-local payments. The vessels have almost all left, and a good sprinkling of Union men are now sailing in them. It is high time they had commenced to think what the owners were going to do for them. On looking right and left they see it is only themselves who are going in for reform in wages, food, and better ships, and more reliable crews. The doings at the Congress in London will be welcome to all those who wish the seamen bettered. The seamen here are rallying around the flag, as they see it is useless to go away South and go blacklegging. It is to be hoped a large turnout will welcome Mr. Rennie, organising secretary, on his return from Lerwick, where some good is being done.

NEWCASTLE-ON-TYNE BRANCH.

A general meeting was held in the office, Oct. 12, Mr. Maskey in the chair. Minutes were adopted, and correspondence read, including a communication from Gravesend Branch, with reference to W. Seneen (a member of this Branch, who met with an accident on board s.s. *Zanzibar*, and who came consol passenger from Singapore), asking if he could be put in compliance as he had fallen out of benefit. The members decided that he be allowed eight weeks in accordance with Rule 20, and instructed the secretary to inform him of their decision. Mr. Thoms, our delegate to the annual conference having read over the alterations of rules adopted at the conference, gave an account of the proceedings, which were deemed highly satisfactory by the members.

LEITH BRANCH.

At the usual weekly meeting, on Thursday, Oct. 8, Bro. Imrie in the chair, the usual business of reading and adopting the minutes and financial report was gone through. The secretary read correspondence, and some discussion followed, and the meeting concluded with songs from several of the members. It seems to be the opinion of the majority of the members that the proposed monthly concerts will do much good in many ways, therefore they are likely to receive every encouragement.

GOOLE BRANCH.

At a special meeting on Tuesday night the delegate from Congress, Mr. J. Gibbons, gave his report, going carefully through the alterations of the rules, and other matters that had been transacted. The proposed testimonial to Mr. Plimsoll caused great satisfaction, as did also the centralisation of funds, etc. A hearty vote of thanks was accorded to Bro. Gibbons for his report. The whole of the proposed amendments to the Merchant Shipping Act, also the Payment of Wages and Rating Acts (1880), were received with great approval.

All members are earnestly invited to come and take part in the meetings when in port.

BLYTH BRANCH.

The secretary of this Branch, Mr. Healy, died on Sunday morning last. Mr. George Cowie is acting in his place.

SOUTHAMPTON BRANCH.

At the weekly meeting on Tuesday after routine business the delegates from Congress reported the gist of the work of the Congress, and the death claim of £1 was heard with evident satisfaction. Mr. E. Cathery, organiser, then addressed the meeting, but as it was late, owing to the Congress report, his speech was very brief. The following has been received during the week for the banner fund: From s.s. *Moor*, firemen 15s., seamen 15s.; s.s. *Atrato*, seamen 12s. 2d.; s.s. *Arab*, seamen 5s., firemen 8s., and small donations amounting to 2s. 6d., making a total of £20 0s. 6d. It will be gratifying to our members to know that the first payment of £20 has been sent to the banner makers, and the banner is now being proceeded with.

DUBLIN BRANCH.

At the weekly meeting, Bro. J. M. Maxwell presiding, the minutes having been adopted, the financial account was read, including the quarterly and weekly, which having been approved of, were passed. Correspondence was then read, including a circular about starting a labour paper in Dublin, on which a long discussion took place. The secretary then read a brief sketch of the annual meeting and of the strike in London, which was well received, and the chairman having addressed the meeting, it closed.

NAIRN BRANCH.

The timely visit to Nairn of your organising secretary, Mr. Rennie, was the means of bringing some seamen to see the Union was still to the front. It appears that Mr. T. D. Rennie found out that one of the crew of the schooner *Wave*, of Inverness, was a member of the Glasgow Branch—viz., John Long, No. 530, Ixii. This vessel was burned last week, and the above named member lost all his clothes. He at the time being a financial member, the organising secretary offered the cash down, but it not being immediately required the books were forwarded on. The new secretary, Mr. A. M. Bochel, is taking an active part in the Union, and no seaman should join a vessel before enrolling. The benefits are numerous, and at the present low entrance fees it could only be fools who would let such a chance pass.

GRIMSBY BRANCH.

At the meeting, Oct. 12, after the routine business, upon the secretary reporting Bros. Shaw and Stephenson as having backed out of their ship, it was resolved that they be summoned to the next meeting. It was resolved that the secretary procure a cap and badge for his own use, and that it be left to his discretion to wear it when he thinks proper. It was decided that our secretary take Mr. Young's place on the Trade Council. After a long explanation of the business of the Congress by Bro. Harvey, our delegate, a vote of thanks was accorded him, and it was resolved that Bro. Harvey be kept on pay until his ship arrives.

MIDDLESBROUGH BRANCH.

At general meeting, Oct. 12, the delegates to annual meeting gave their report of the proceedings and the alteration of rules. Mr. Robinson explained several Bills adopted by the Congress, and which will go before Parliament, which were highly approved of by the members present, and thanks were accorded the delegates for the satisfactory manner in which they represented this Branch.

HOMeward BOUND.

The following have been reported homeward bound since our last report:—
Akassa s left Grand Canary Oct 6, for Liverpool
Avonport clrd at New York Sept 26, for Liverpool
Austral s left Gibraltar Oct 12, for London
Arabia s left Suez Oct 9, for London
Archimedes left Rio Janeiro Sept 28, for London
Angerton s left Perim Oct 12, for London
Australasian s left Sydney Oct 10, for London
Aral s left Philadelphia Sept 29, for London
Alexander Elder s left Baltimore Oct 12, for London
Aquin left Laguna Aug 28, for Falmouth
Alcides s left Montreal Oct 8, for Glasgow
Arizona clrd at Quebec Sept 21, for Greenock
Adorna left Quebec Sept. 27, for Greenock
Arracan s left Suez Oct 8, for U K
Aldersgate s left New Orleans Oct 8, for U K
Amicizia left Philadelphia Oct 9, for U K
Alava s left New Orleans Oct 8, for U K
Antilla clrd at St John, NB, Sept 30, for Penarth
Branksome Hall s left Port Said Oct 12, for Liverpool
Breidablik left San Francisco Sept 23, for Liverpool
Beaconsfield clrd at Quebec Sept 26, for Liverpool
British Princess s left Philadelphia Oct 8, for L'pool

Bessel s left New York Oct 8, for Liverpool
Boma s left Lagos Oct 10, for Liverpool
Belenden s left New Orleans Oct 10, for Liverpool
Braganza s left Maranhao Oct 9, for Liverpool
Belgravia s left Gibraltar Oct 9, for London
Benedict s left Suez Oct 8, for London
Britannia s left Suez Oct 12, for London
Bayley s left Rockhampton Sept 29, for London
Brookfield s left New York Oct 1, for London
Blairhoyle left Iquique Oct 7, for Channel
Bonington s left Suez Oct 5, for U K
Burgermeister Peter s left New York Oct 2, for UK
Bear Creek s left Philadelphia Oct 6, for U K
Bravo left San Pedro Sept 2¹, for U K
Birmania s left New York Oct 7, for U K
Brigella s left Baltimore Oct 10, for U K
Briscoe s left Savannah Oct 10, for U K
Buda clrd at Quebec Sept 29, for Penarth
Columbus at Bahia Sept 24, for Liverpool
City of Dundee s left Malta Oct 9, for Liverpool
Castlefield s left Norfolk Oct 10, for Liverpool
Caspien s left Baltimore Oct 7, for Liverpool
Columbus left Quebec Sept 20, for Liverpool
City of Berlin s left New York Oct 7, for Liverpool
Costa Rican s left New Orleans Oct 8, for Liverpool
Clintonia s left Savannah Oct 11, for Liverpool
Clan Forbes s left Gibraltar Oct 11, for London
Clan Maclean s left Tripoli Oct 6, for London
Clan Macgregor s left Port Said Oct 11, for London
Chusan s left Gibraltar Oct 10, for London
City of Bombay s left Suez Oct 5, for London
Ching Wo left Hong Kong Oct 8, for London
Clan Mackinnon s left Suez Oct 12, for London
City of Venice s left Colombo Oct 1, for London
Cape Corrientes s left Malta Oct 9, for London
Clan Macintyre s left Aden Oct 9, for London
Clan Sinclair s left Colombo Oct 7, for London
Chancellor s left Colombo Oct 5, for London
Clan Macnab s left Madras Oct 5, for London
Cuzco s left Albany Oct 10, for London
Cranford s left Bussorah Oct 5, for London
Callao left Victoria, BC, Oct 6, for London
City of Edinburgh s left Calcutta Oct 7, for Ldn
Clan Mackenzie s left Calcutta Oct 11, for London
Clan Robertson s left San Francisco Oct 10, for Queenstown
Corona left Pisagua Oct 6, for Falmouth
City of Rome s left New York Oct 10, for Glasgow
Childwall left Iquique prior to Sept 24, for U K
Carpathian left Iquique Oct 1, for U K
Cristobal Colon s left New Orleans Oct 2, for U K
Charlois s left Philadelphia, Oct 6, for U K
Camelia s left Savannah Oct 9, for U K
Charrington s left Galveston Oct 10, for U K
Creswell s left Galveston Oct 12, for U K
Charles A Sparks left New York Sept 24, for Dublin
Constance left New York Oct 3, for Dublin
Buffalo s left New York Oct 10, for Hull
Canning left St. John, NB, Sept 22, for Penarh
Caswell left Rosario Oct 7, for Swansea
Dictator s left Calcutta Oct 11, for Liverpool
Dunbar Castle s left Las Palmas Oct 9, for London
Doruoda s left Batavia Oct 5, for London
Denbighshire s left Penang Oct 3, for London
Drummond Castle s left Cape Town Oct 7, for London
Dryfesdale s left Montreal Oct 3, for Dundee
Darial s left Philadelphia Oct 1, for U K
De Ruyter s left New York Oct 9, for U K
Daventry, s, left Calcutta Oct 5, for Hull
De Bay s left New York Oct 8, for Newcastle
Don s left Barbadoes Oct 10, for Plymouth
Daphne left Pascagoula, Sept 18, for Po'smouth
Durban s left Cape Town Oct 12, for Southampton
Eden Hall s left Bombay Oct 6, for Liverpool
Edmonton at Table Bay Oct 5, for Channel
Elise at Port Townsend Sept 22, for U K
Europe s left New York Oct 1, for U K
Effective s left Newport News Oct 3, for U K
Enskar s left Philadelphia Oct 3, for U K
European s left New Orleans Oct 7, for U K
Efficient s left New York Oct 8, for U K
Enfield s left Charleston Oct 10, for U K
Ebro s left Gibraltar Oct 12, for Hull
Endrick clrd at St John, NB, Sept 29, for Penarth
Eider s left New York Oct 10, for Southampton
Falls of Inversnaid s left Colombo Oct 3, for Liverpool
Fulham s left Galveston Oct 3, for Liverpool
Fort William s left Newport News, Oct 2, for Glasgow
France s left New York Oct 8, for U K
Francisca s left New Orleans Oct 8, for U K
Gulf of Trinidad s left Bahia Oct 8, for Liverpool
Gulf of Akaba s left Bahia Oct 1, for Liverpool
Gaboon s left Grand Canary Oct 8, for Liverpool
Galicia s left Pernambuco Oct 7, for Liverpool
Gracia s left New Orleans Sept 28, for Liverpool
Gulf of Papua s left Callao Oct 8, for Liverpool
Glenoglin s left Suez Oct 7, for London
Gulf of Corcovado s left Suez Oct 4, for London
Glenfalloch s left Penang Oct 3, for London
Godalming s left Norfolk Oct 4, for London
Goorkha s left Port Said Oct 10, for London
Glenartney s left Penang Oct 12, for London
Glaucus s left Suez Oct 7, for London
Gulf of Guinea s left Adelaine Sept 30, for London
Geekwar s left Calcutta Oct 7, for London
Glenesk s left Ma-illa Oct 12, for London
Glenearn s left Kobe Oct 12, for London
Glenesslin left for San Francisco Oct. 6, for Queens-town
Glenfarg left Iquique Oct. 5, for Channel
Gloucester City s left New York Oct. 7, for U K
Gylfe clrd at Quebec Sept. 29, for U K
Grashbrook s left Boston Oct. 10, for U K
Glenfinlas s left New York Oct. 8, for Dublin
Hildegarde s left Las Palmas Oct. 11, for Liverpool
Holland s left New York Oct. 3, for Liverpool
Hector s left Batavia Oct. 1, for Liverpool
Hispania s left Bombay Oct. 11, for Liverpool
Hubback s left Port August Oct. 2, for London
Hibernian s left Philadelphia Oct. 7, for Glasgow
Helene left New York Oct. 9, for U K
Hunesman s left Philadelphia Oct. 9, for U K
Havre s left New Orleans Oct. 8, for U K
Helios s left Savannah Oct. 7, for U K
Handel s left Baltimore Oct. 10, for U K
Heathfield s left Galveston Oct. 12, for U K
Herbert Fuller left New York Oct. 4, for Cardiff
Ileworth s left Newport News Sept 29, for Liverp'l
Iloilo s left Port Natal Oct. 3, for Liverpool
Ionic s left Rio Janeiro Oct. 10, for London
India s left Townsville Oct. 6, for London
Inchulva s left New York Oct. 7, for London
Inchgarvie s left Boston Oct. 1, for London
Itunci s left Norfolk, Va, Oct. 5, for London
Ionia s to leave Calcutta Oct. 6, for Aberdeen
Island s left New York Oct. 10, for U K
Irma clrd at Quebec Sept 28, for Glasson Dock
Jamaican s left Norfolk Oct. 6, for Liverpool
John M. Blaikie clrd at Montreal Sept 25, for Liverpool
Jelunga s left Suez Oct 13, for London
Jason left San Francisco Sept 29, for Queenstown
John W. Marr left San Francisco Sept 23, for Queenstown
John Black left Brunswick, Gt., Sept 30, for U K
Jane left Quebec Oct 1, for Belfast
Kirby Hall s left Gibraltar Oct 6, for Liverpool
Kansas s left Boston Oct 6, for Liverpool
Kintuck s left Malta Oct 5, for London
Keemun s left Singapore Oct 5, for London
Kathleen s left Galveston Oct 3, for U K
Kaiser Wilhelm II s left New York Oct 7, for Southampton
Loanda s left Sierra Leone Oct 7, for Liverpool
Lasseill s left New Orleans Oct 3, for Liverpool
Lisbonense s left Ceara Oct 7, for Liverpool
Larmaca s left Savannah Oct 9, for Liverpool
Lord Londonderry s left Perim Oct 12, for London
Lydia Monarch s left New York Oct 10, for Linda
Lanark s left Malta Oct 5, for Dundee
Levanter left Buckland, Me, Sept 26, for Greenock
Lizzie Ross left Newport News Oct 2, for U K
Lima clrd at Quebec Sept 25, for U K
Loch Etive s left Suez Oct 7, for Barrow
Loch Ur left Talcahuano Sept 11, for Barrow
Loch Maree s left Port Said Oct 4, for Hull
Lady Armstrong s left Port Said Oct 9, for Hull
Longuil s left New York Sept 26, for Newcastle
Lizzie Burdill clrd at St John, NB, Sept 26, for Penarth
Lindsay clrd at Quebec Sept 29, for Southampton
Mandingo s left Grand Canary Oct 7, for Liverpool
Moraca s left Newport News Oct 3, for Liverpool
Majestic s left New York Oct 7, for Liverpool
Moldavia s left Manila Oct 10, for Liverpool
Manin s left Galveston Oct 11, for Liverpool
Murrumbidgee s left Suez Oct 12, for London
Moyune s left Colombo Oct 4, for London
Mirzapore s left Malta Oct 12, for London
Malwa s left Colombo Sept 30, for London
Maine s left Baltimore Oct 2, for London
Massilia s left King George's Sound Oct 3, for London
Maryland s left Baltimore Oct 9, for London
Morayshire s left Tacoma Oct 10, for Queenstown
Margaret Mitchell left Cape Chatte Sept 28, for Clyde
Monkseaton s left Calcutta Oct 3, for Dundee
Martacon s left Rangoon Sept 29, for U K
Monarch s left Norfolk Oct 7, for U K
Mab left New York Oct 10, for U K
Moray s left New York Oct 12, for U K
Marie clrd at Halifax Sept 29, for Barrow
Mexican s left Cape Town Sept 30, for Southampton
Nubia s left Loanda Oct 5, for Liverpool
Norfolk s left Savannah Sept 28, for Liverpool
Niger s left Lagos Oct 11, for Liverpool
Nellie Troop left San Francisco Sept 23, for Queenstown
Natant left New York Oct 5, for U K

Obidense s left Para Oct 3, for Liverpool
Oil Rivers s left Lagos Oct 10, for Liverpool
Oopack s left Hong Kong Sept 30, for London
Oruba s left Colombo Oct 6, for London
Olive Branch s left Suez Oct 11, for London
Old Kensington left Portland, O, Oct 3, for Queenstown
Oberon s to leave Calcutta Oct 3, for Dundee
Olga left New York Oct 2, for UK
Obdam s left New York Oct 10, for UK
Oliver Emery clrd at St John, NB, Sept 26, for Londonderry
Professor s left New Orleans Oct 8, for Liverpool
Parramatta s left Gibraltar Oct 11, for London
Pallas s left Suez Oct 7, for London
Persia s left Marseilles Oct 12, for London
Prometheus left Suez Oct 8, for London
Pembrokehire s left Singapore Oct 6, for London
Pakeha s left Lyttelton Sept 29, for London
Port Pirie s left Sydney Oct 5, for London
Port Adelaide s left Port Augusta Oct 3, for London
Port Denison s left Adelaide Oct 7, for London
Peterborough left Iquique Oct 9, for Falmouth
Prodano s left New York Oct 5, for UK
Prior s left Rio Janeiro Oct 10, for UK
Rydal Hall s left Gibraltar Oct 11, for UK
Rita s left Norfolk Oct 10, for Liverpool
Rimutaki s left Tenerife Oct 12, for London
Rewa s left Colombo Oct 7, for London
Rhodora s left New York Sept 30, for London
Ruapehu s left Lyttelton Oct 8, for London
Ro-arian s left Montreal Oct 9, for London
Royal Alexandra at Rio Janeiro, Oct 2, for Queenstown
Restitution s left Calcutta Oct 2, for Dundee
Regal s left Calcutta Oct 9, for Dundee
River Indus left Talcahuano Oct 5, for Chile
Regina s left New York Oct 1, for UK
Russia s left Baltimore Oct 10, for UK
Robert Dixon left Philadelphia Oct 10, for UK
Revolving Light, Foster, left Scranton Aug 23, put in Sandy Hook Oct 7, for Sharpness
Scholar s left Pernambuco Sept 30, for Liverpool
Sarnia s passed Father Point Oct 8, for Liverpool
Stalwart clrd at Quebec Sept 29, for Liverpool
St Clears s left Newport News Oct 12, for L'pool
Sardomene left San Francisco Oct 10, for Liverpool
St Ronans s left New York Oct 10, for Liverpool
Scythia s left Boston Oct 10, for Liverpool
Sandfield s left Galveston Oct 10, for Liverpool
Scindia s left Calcutta Oct 9, for London
Siberian s left New York Oct 9, for Glasgow
Sarmatian s left Montreal Oct 8, for Glasgow
Star of Bengal left Iquique Sept 30, for Chile
Singapore left Iquique Sept 28, for Chile
St Pancras s left New York Oct 9, for UK
Suevia s left New York Oct 10, for UK
Syana s clrd at St John, NB, Sept 23, for Galway
Sophie Rickmers s left New York Oct 3, for Hull
St Marnock s left Port Said Oct 11, for Hull
San Stefano clrd at St John, NB, Sept 30, for Penarth
Tiverton s left Gibraltar Oct 8, for Liverpool
Trevalgan s left Norfolk Oct 10, for Liverpool
Thorbecke VII left Singapore Sept 30, for Liverpool
Tobique left Montreal Sept 28, for Liverpool
Theresina s to leave Ceara Oct 19, for Liverpool
Teucer s left Suez Oct 1, for London
Telemachus s left Suez Oct 12, for London
Thames s left Aden Oct 9, for London
Thames s left Buenos Ayres Sept 30, for Southampton
Titan s left Suez Oct 12, for London
Tower Hill s left New York Oct 4, for London
Tresillian s left New York Oct 3, for London
Teviotdale s left Buenos Ayres Oct 1, for Glasgow
Theodor Korner left New York Oct 2, for UK
Toledo s left New York Oct 7, for UK
Tangier s left Philadelphia Oct 9, for UK
Thames s left Buenos Ayres Sept 30, for Southampton
Unionist s left Gibraltar Oct 7, for Liverpool
Umlazi s left Cochin Oct 6, for London
Uzminto s left Natal Oct 11, for London
Urbino s left Baltimore Oct 10, for UK
Venetian s left Boston Oct 7, for Liverpool
Villy left Rio Grande Sept 30, for Chile
Vindobala s left Philadelphia Oct 6, for UK
Vega left Savannah Oct 10, for UK
Viola s left Philadelphia Oct 7, for Cork
Worsley Hall s left Suez Oct 12, for Liverpool
Wanderer s left New Orleans Oct 6, for Liverpool
Windsor s left Galveston Oct 9, for Liverpool
Wisconsin s left New York Oct 11, for Liverpool
Wandramus s left Montreal Oct 3, for Aberdeen
Wilton s left New York Oct 3, for UK
William C. Mitchell s left Baltimore Oct 5, for UK
Wildflower s left Philadelphia Oct 9, for UK
Yorkshire s left Colombo Oct 13, for London
Yesso s left Norfolk Oct 7, for UK
Zarate s left St. Vincent Oct 8, for Liverpool
Zenobia s left Buenos Ayres Oct 6, for Liverpool

GALE AND LOSS OF LIFE.—A terrible gale began on Tuesday night, causing much loss of life and property both on sea and land, the full extent not yet known.

SHIPS SPOKEN.

Agenor, ship, Newcastle to San Francisco, Aug. 7, 33 S, 175 W.
Andrina, British ship, New York to Shanghai, Sept. 28, 80 miles E of Cape Lookout.
Alert, British schooner, New York to Cape Hayti, Sept. 20, 34 N, 70 W.
Alfred Dumois (s.), Boston to Gibara, Sept. 20, 35 N, 70 W.
Alice, barque, Rio Janeiro to Baltimore, Sept. 14, 6 N, 43 W.
Amerika, barque, of Tonsberg, Sept. 22, near Oxo.
Alcinous, Liverpool to San Francisco, Aug. 20, 16 S, 34 W.
Arawa, s, steering SW, Oct. 4, 47 N, 8 W.
Alexandre, Iquique to Dunkirk, Sept. 19, 46 N, 49 W.
Beatrice, barque, New York to Port-au-Prince, Sept. 28, 30 miles east of Absecon.
Bann, ship, of London, steering SSE, Aug. 4, 6 N, 27 W.
Bay of Bengal, of London, all well, Sept. 10.
Cormorant, British barque, London to Australia, all well, Sept. 20, 5 S, 28 W.
Cyprus, of Newcastle, bound west, Oct. 5, 45 N, 34 W.
Choice, Greenock to Demerara, all well, Sept. 27, 45 N, 15 W.
Charles Cotesworth, of Liverpool (PRSL), all well, Oct. 2, 50 N, 7 W.
County of Yarmouth, Sept. 27, 35 N, 137 W. (short of provisions).
Decapolis, barque, of London, Aug. 23, 30 S, 22 E.
Dauphin, brig, of St. Nazaire, all well, Sept. 29, 47 N, 12 W.
Eider, s, Southampton to New York, Oct. 1, 49 N, 33 W.
Emily Waters, Oct 1, 48 N, 8 W.
Fontenaye, of London, Oct. 7, lat. 50, long. 9, all well.
Fontenaye, barque, of London, bound west, Oct. 5, 51 N, 12 W.
Frank Stafford, British barque, Dunkirk to Philadelphia, Sept. 27, 51 N, 65 W.
Four Winds, Liverpool to Calcutta, all well, Aug. 9, 11 N, 26 W.
Glencairn, four-masted ship, Oct. 2, 49 N, 10 W.
Glenmorag, Sept. 16, 22 N, 32 W (not as before reported).
Golden Sunset, English barque, steering north, Sept. 22.
Harmony, British barque, bound east, Oct. 7, 50 N, 12 W.
Hans & Kurt, s, of Hamburg, bound west, Oct. 1, 50 N, 32 W:—by the Alier, s, at Southampton.
Helensburgh, ship, of Glasgow, Havre to Concepcion, all well, Sept. 29, 47 N, 11 W.
Hannover, barque, of Hamburg, for New York, all well, Sept. 20, 41 N, 53 W.
Hermione, ship, bound south, Sept. 25, 9 N, 26 W.
Isaac Reed, ship, Hong Kong to New York, Aug. 19, 20 N, 114 E.
Jennie Harkness, Sept. 26, 36 N, 53 W.
J. T. North, Aug. 24, 45 S (not 45 N, as before reported), 62 W.
Kate Cann, barque, Chatham (N.B.) to Bordeaux, Sept. 23, 46 N, 48 W.
Lizzie Fox, barque, of Barnstaple, Appledore to Canada, Sept. 21, 45 N, 56 W.
Marabout, Sept. 22, 15 N, 80 W.
Max, Cuxhaven to West Coast Mexico, Aug. 11, 44 S, 62 W.
Munster, British ship, New York to Liverpool, Sept. 22, 41 N, 65 W.
M. P. Grace, San Francisco to New York, Aug. 27, 6 N, 120 W.
Miriam, British brig, Oporto to St. John's (N.F.), Sept. 18, 47 N, 45 W.
Main, ship, of London, Calcutta to Trinidad, Sept. 9, off Heiskama Point, between East London and Cowie.
NGLH, German barque, Glasgow to San Francisco, Aug. 17, 18 N, 26 W.
Oaklands (s), New Orleans to Rochefort, Sept. 25, 37 N, 74 W.
Oriental, P. and O. steamer, bound south, Oct. 5, 45 N, 8 W.
Pergamon, May 31, 10 S.
Papa, barque, of Hamburg, Oct. 2, south of Scilly.
Penthesilea, ship, steering SSE, Sept. 30, 47 N, 8 W.
Ragnhild, barque, of Tonsberg, Sept. 22, near Oxo.
Southesk, English barque, Havre to Astoria 42 days, Aug. 31, 36 S, 48 W.
Sudbrook, of London, Cardiff to Rio Grande, Aug. 1, 5 N, 15 W.
Serapis, English steamer, bound east, Oct. 3, 48 N, 38 W.
Tyrian, s, New York to Kingston, Sept. 18, north of Cape Maysi.
Vanguard, of Arbroath, Sep. 22, 15 N, 80 W.
Villalta, Oct. 4, 45 N, 14 W.

SEAFARING DISASTERS.

A cattle steamer, from Montreal to Dundee, is reported to have been lost, with a crew of 42, at Marine Cove, Mary's Bay, Newfoundland, Oct. 12. At Lloyd's the report is not credited. In Glasgow it is described as an invention. The report that the steamer was the Anchor liner *City of Home* is contradicted.

Atlanta (U.S. war-vessel), has reached Delaware Breakwater; had been exposed to the full force of the gale for fifty hours. An explosion of gas occurred on board by which six men received injuries, two being now in a critical condition.

Annot Lyle.—Steamer *Prudence* put in yesterday to land shipwrecked crew of barque *Annot Lyle*, abandoned at sea on Oct. 3; all on board saved and landed at St. John (N.F.).

Beatrice, schooner, ashore Cardiff Flats; crew saved.

Critic s, from New York at Leith, with damage to boats and bridge, and with loss of two seamen, having experienced terrific weather in the Atlantic on the 6th and 7th inst.

Carn Tual, of Newcastle (N.S.W.), which sailed from Cardiff for Mauritius, with a cargo of coal, on March 5, 1891, has not since been heard of.

Elizabeth, lighter, reported from Glasgow sunk; three lives lost.

Elizabeth McClure, see *Sanpareil*.

Gemini, s, of Sunderland, with coals from Cardiff to Devonport, left on Monday morning, due in Plymouth on Tuesday, not heard of. Grave fears as to her safety.

Gipsey, of Chester, Donegal to Runcorn, floating derelict at Burton Point. Crew supposed lost.

Hispania, s, Liverpool to London, put into Plymouth; had been on beam ends.

Industry, see *Sanpareil*.

Jane, brigantine, of Belfast; crew rescued exhausted by Kircudbright lifeboat.

John E. Chase, barque, Graham, Glasgow for Pictou (Pictou for Glasgow). Dismantled and abandoned. Crew are saved, and aboard the *Galileo*, Hull for Boston.

Mary Ann, schooner, Belfast, Whitehaven for Strangford, anchored in Tyne Bay with sails split and gaff broken; crew landed lifeboat; when weather moderates intend going back to vessel after procuring sails and bringing her to this harbour.

Ocean Star, schooner, Belfast for Maryport, in ballast, went ashore at Dubmill. Crew saved.

Panama, s.—British steamer *Panama*, Umea for Bordeaux, with wood, ashore at Fingrundet. Crew arrived Gaeholmen.

Itrel, trawler, on Inner Binks; crew of six saved by Spurn lifeboat.

Petrel, schooner, reported from Glasgow to have foundered off Cove with three hands.

Princess, schooner, went ashore on Tuesday on the Cardiff Flats; total wreck; crew saved.

Samuel Lancaster, s, at Plymouth, Rotterdam to Cardiff, narrowly escaped being driven ashore on the Start. Captain's wife (Ward) thrown from berth and injured.

Secret, ship, of Penzance, ashore on Cardiff Flats; being washed to pieces; crew saved.

Sanpareil.—Lamlash, Oct. 14.—During the gale last night *Industry*, schooner, of Greenock, *Balmarino*, brigantine, of Belfast, and *Sanpareil*, schooner, of Teignmouth, dragged and collided. *Sanpareil* foundered; *Balmarino* lost foremast and all attached; *Industry* also damaged. *Elizabeth McClure*, schooner, of Belfast, stranded on Hamilton Rock; will become total wreck; crew saved by coastguard boat with great difficulty. *Harriet Julia*, brigantine, of Belfast, stranded at Clachan Point. Two schooners, names unknown, stranded on Holy Isle. *Minnie*, brig, of Belfast, has foreyard carried away. RTB (ketch), of Bridgewater, mizzenmast carried away; no loss of life in either case.

Telephone, for Gibraltar for orders, lost at Horse Harbour, Labrador; crew saved, and at St. John's.

SAFE ANCHORAGE.
WHERE TO BOARD.

UNION BOARDING-HOUSES.

BO'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—N. A. S. & F. Union Home and Stores Hope-street, Custom House-street, and Bute-street, John Gardner, manager.

HULL.—N. A. S. & F. Union Home, 5, Prince-street, Dagger-lane.

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

SWANSEA.—E. Dann, 3, Strand.

**SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AT
REDUCED ENTRANCE FEE,
THE
SAILORS AND FIREMEN'S UNION
OF
Great Britain, Ireland & other Nations.
Telegraphic Address : "AGITATORS, LONDON."
PRESIDENT:
SAMUEL PLIMSOLL, Esq.**

Among the chief objects of this powerful Union are:-
To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
To provide for the safety of Ship's Work;
To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
To provide assistance in case of Illness, Accident, and Shipwreck; and
To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:-

AARHUS.-A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.-Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday.

AMBLE.-G. H. Guthrie, 1, New Bridge-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.

AMSTERDAM.-H. Wienhuizen, Waterloo Plain, secretary.

ARBROATH.-J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.-J. McMurray, Jun., 59, Glasgow-street.

ARKLOW.-P. Bolger, Main-street.

BANFF.-R. Barlow, Fife-street, agent.

BARROW-IN-FURNESS.-E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.-J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday, 7.30 p.m., at Barry Hotel.

BELFAST.-P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting, Thursday, 7.30 p.m., at office.

BERGEN.-Johannesen, sec., Socialistisk, Arbeider, Forening. Meeting, Wednesday, 8 p.m.

BIRKENHEAD.-D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.

BLYTH.-James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.-Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.

BOSTON.-Mr. Symonds, Castle Tavern Church-street, agent.

BREMERHAVEN.-F. Fintchens, Buergermeister Sinit Strasse, secretary.

BRISTOL.-T. J. Dancey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.

BUCKIE.-John Calder, Baron's-lane, agent.

BURGHHEAD.-John Harvey, Grant-street, agent.

BURNTISLAND.-J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

CARDIFF.-John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-st.; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

COPENHAGEN.-Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.

CORK.-T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.

CHRISTIANIA (Norway).-Olaf Olsen, branch secretary, 2, Raahusgaden. Meeting, Wednesday, 8 p.m.

DOVER.-Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.-R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.

DUBLIN.-M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUMBARTON.-J. McNe, Kirk-street, agent.

DUNDALK.-L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUNDEE.-C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGARVAN.-J. W. Shaw, Bridge-street.

FLEETWOOD.-J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

FRASERBURGH.-Alexander Noble, 27, Firthside-street, agent.

GARSTON (Sub-Branch).-W. Wilkinson, agent, 8, St. Mary's-road.

GLASGOW.-Robt. McBride, secretary, 13, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston.

GLASGOW (South Office).-A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.

GLoucester.-A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.

GOOLE.-W. R. Chappell, 24, Booth Ferry-nd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

GOTHENBURG.-A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.

GRANGEMOUTH.-Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

GRAVESEND.-John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.-Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.-Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.-Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.

GREENOCK.-G. McNaught, 16, East India Breast.

HAMBURG.-H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.-J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.-T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-nd. Office hours, 12 to 4. Steam Trawl Engineers' Branch, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.

KING'S LYNN.-C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.

LEITH.-James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.

LERWICK.-

LIMERICK.-F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL.-H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296. Auditor, W. Dickson, Esq., A.C.A., 25, Victoria-street; medical officer, A. Stookey, Esq., M.B., 1, St. George's-square.

LIVERPOOL (Collecting Branch).-R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.

LONDON (Rotherhithe and Deptford Branch).-J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.

LONDON (Tidal Basin).-F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

LONDON (Tower Hill).-J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11, 167.

LONDON (Green's Home Branch).-A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m. Schoolroom, Plimsoll-street, Poplar. Telephone 5213.

LONDON (Tug-Boat Branch).-G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LOWESTOFT.-J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

LONDONDERRY.-A. O'Han, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.

MALMO.-Axel Danielson, Nörregatan No. 3b.

MARYPORT.-F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.-Wm. Walker, Commercial-street.

MIDDLEBRO'.-George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.

MONTROSE.-John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NAIRN.-Clarence Howe, Ythan Cottage, agent.

NEWCASTLE-ON-TYNE.-T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellington place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.

NEWPORT (Mon.).-F. Gilman, 31, Kuperra-st., sec.; Dr. Pratt, Kuperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.

NEWRY.-James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.

PENRITH.-G. Tucker, 32, Dock-road.

PETERHEAD.-Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of the month.

PLYMOUTH.-F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.

PORT GLASGOW.-G. McNaught, 16, East India Breast, sec.

PORTSOY.-J. Barlow, c/o Mr. Bannerman, School, Hendry-street, agent.

PORTSMOUTH.-John Farquharson, secretary, 33, Amelia-street, Landport.

ROTTERDAM.-Geo. Dale, secretary, 2, Wester Kade, near Sailors' Home and Shipping Office. W. Sprow, organising secretary.

SEAHAM HARBOUR.-Richard Haine, Duke of Wellington Hotel, Railway-street, South.

SHARPNESS.-See Gloucester.

SHIELDS (South).-D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).-Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.-T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.-E. Page, sec. Meetings, Monday and Friday, at 7.30 p.m., in the Palatine Hotel.

STORNOWAY.-J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

SUNDERLAND.-W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.-R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.-Septimus Johnson, 17, Third-street. Palmer's Buildings.

WATERFORD.-J. Sullivan, 82, Quay.

WEST HARTLEPOOL.-J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

WEXFORD.-P. O. Dwyer, Main-street.

WICKLOW.-Thomas Gregory, Main-street.

WHITBY.-Paul Stamp, agent, Fleece Inn.

WHITSTABLE.-J. Wildgoose, Harbour-street, secretary; J. Tookey, Faversham, agent.

WHITEHAVEN. } F. F. Gant, Maryport.

WORKINGTON. }

VOUGHALL.-J. Collins, Browne-street.

PATENT WOVEN BANNERS

GEORGE TUTILL, *Artistic Banner Painter,*

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL,
MYTONGATE, HULL.
CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINEs, SPIRITs, BEERs, AND CIGARS OF THE
FINEST QUALITY.

Captains Supplied at Wholesale Prices
OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

ESTABLISHED

UNION CLOTHING DEPOT.

[1873.]

CHARLES MILLS,

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

BANNERS, SEAMLESS SILK,
FOR SOCIETIES, UNIONS, SCHOOLS, &c.

ANY SUBJECT ARTISTICALLY PAINTED OR EMBROIDERED.

ALSO SASHES, COLLARS, APRONS, BAND CAPS, UNIFORMS, COMMITTEE BADGES, GOLD STARS, TASSELS, MILITARY, NAVAL, VOLUNTEER, THEATRICAL REQUISITES, CLUB DEVICES, &c.

TOYE'S MASONIC DEPOT,
18, LITTLE BRITAIN, LONDON.

CAPTAIN E. DANN.
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

ALSO

SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

MRS. ROBERT BAXTER,
SAILORS' HOME,
EAST PIERHEAD,
BO'NESS.

C. R. SHORT,
Trustee Tidal Basin Branch Seamen's Union
AND
Treasurer of the Non-Freemen of the River Thames.

TIDAL BASIN TAVERN,
LONDON.
Wines, Spirits, & Ales of the Best Quality.

JOSEPH YOUNG,
FAMILY GROCER & PROVISION MERCHANT,
QUAY SIDE, MARYPORT,
Near Union Office.
Seamen and Firemen supplied with all kinds of Stores, Best Quality, at Lowest Prices.

SPECIAL ATTENTION GIVEN TO WEEKLY BOATS.

THE EXECUTORS OF P. DODGSON,

Shipchandlers, Ironmongers, Blacksmiths, Tinsmiths, Coppersmiths, & Plumbers.

SHIPPING BROW, MARYPORT.
Warehouses: SOUTH QUAY & ELIZABETH DUCK.
INQUIRIES SOLICITED. PRICE LISTS ON APPLICATION.

HENRY PHILLIPS,
OPPOSITE
TIDAL BASIN STATION,

AND
57, BARKING RD., VICTORIA DOCKS,
LONDON, E.

PAWNBROKER, SAILORS' OUTFITTER,
AND
GENERAL SALESMAN.

N. A. S. & F. UNION HOME,
5, PRINCE STREET, HULL
(Next door to the Unity Hall).

TERMS, 14s. PER WEEK.
G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

GEO. DANIELS,
Grocer and Provision Merchant,
28, CUSTOM HOUSE STREET,
CARDIFF.

Shipping Supplied. Special attention given to Weekly Boats

McCANN & CO.,
LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING at McCANN & Co.'s. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no abatement. The Largest Stock in the neighbourhood.
McCANN & CO. London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

PHILHARMONIC RESTAURANT

St. Mary Street, CARDIFF.

DINNERS. TEAS. SUPPERS.

Wines and Spirits of finest quality. Billiard and Smoking Rooms.

G. F. CULLEY, Manager.

LONDON.

N. A. S. & F. BOARDING HOUSE,

Mrs. HICKS,

13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office.

TOBACCONISTS COMMENCING,
JEWELLERS, STATIONERS, &c.

An Illustrated Guide (22 pages, 3d.)
How to open a Cigar Store, £20 to £1,000.—TOBACCONISTS OUTFITTING CO., 188, Buxton-rd., London. NOTE

—A Prospectus on the other Trades (free).—Manager, H. Myers. Established 1866.

£20

THE
EMPIRE
PALACE OF VARIETIES
QUEEN STREET,
CARDIFF.

GOLDIE BROS.,
ARTISTS AND PHOTOGRAPHERS,
QUEEN STREET STUDIO,
66, QUEEN ST., CARDIFF.

Photos of Mr. J. H. Wilson may be had.

"DEAR SIR,—I received my photo, which I consider an excellent specimen of the photo art.—J. H. WILSON."

J. JOHNS,
Wine & Spirit Merchant,
CROSS KEYS HOTEL,
QUEEN ST., CARDIFF.

OLD TRADES UNION HOUSE.

Wines and Spirits of the First Quality.

S. J. GOWER,
PRINTER,
Wholesale and Retail
COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

Seafaring Men in MARYPORT
SHOULD GO TO
WM. ADAIR & SON

SHIPPING BROW,
FOR READY-MADE CLOTHING, SERGES, DUNGAREES,
OILSKINS, GUERNSEYS, BEDS & BEDDING, SHIRTS,
DRAWERS, & STOCKINGS, HATS & CAPS, TIES,
SCARVES, COLLARS, BOOTS, SHOES & SLIPPERS.